Shoreline

Vol. 16, No. 6 • June 2009
For the Members of the Edward H. Nabb Research Center for Delmarva History and Culture at Salisbury University

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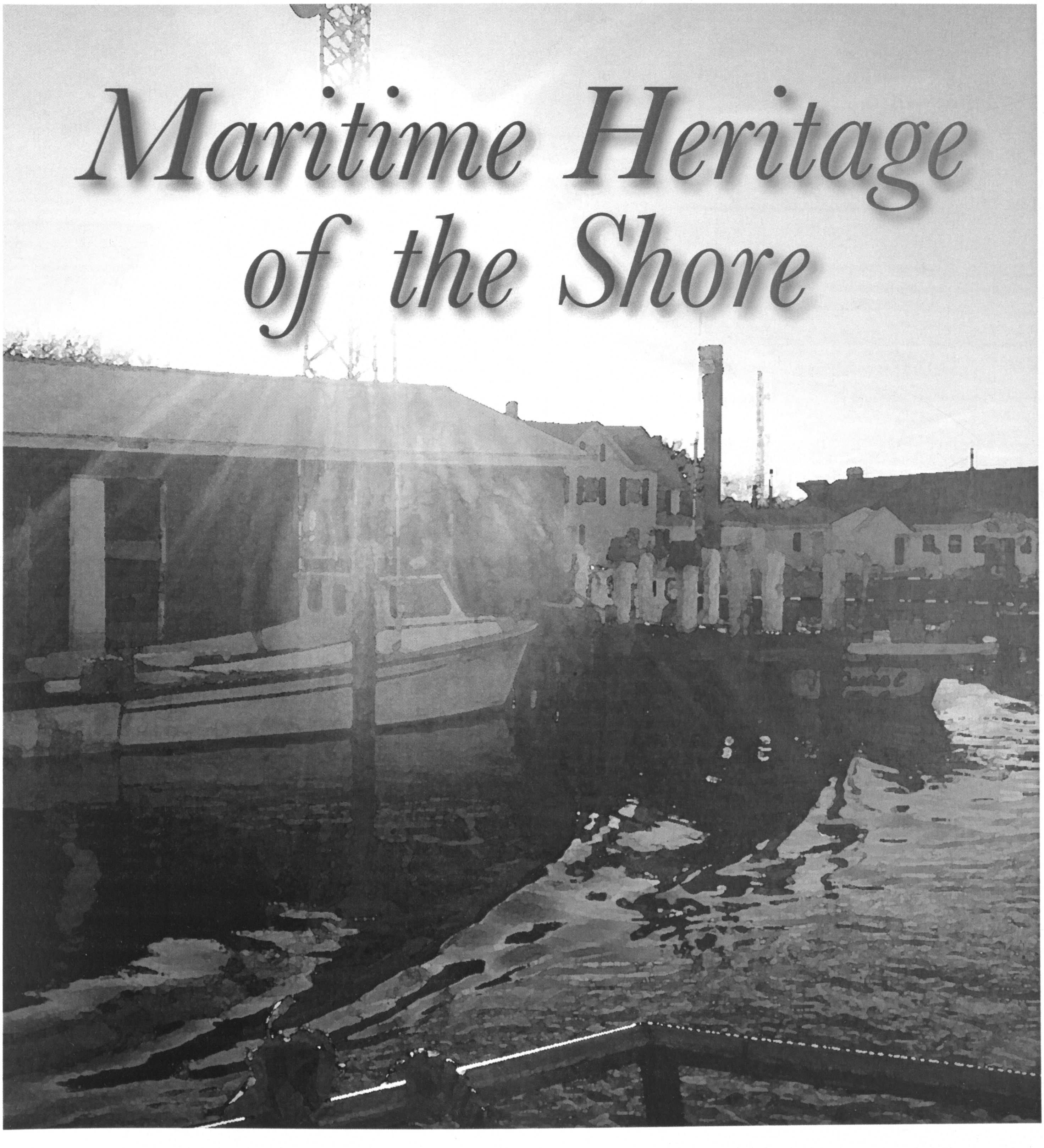
Maritime Heritage of the Shore



Salisbury
UNIVERSITY

**EDWARD H. NABB RESEARCH CENTER
FOR DELMARVA HISTORY & CULTURE**
1101 Camden Ave.
Salisbury, Maryland 21801
phone: 410-543-6312
fax: 410-677-5067
e-mail: rcdhac@salisbury.edu
http://nabbhistory.salisbury.edu

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In a Word

By Dr. G. Ray Thompson

This issue of *Shoreline* should prove to be very interesting to those of you who are lovers of Delmarva–and especially of its waterways. In addition to our usual articles on early settlers and settlement patterns, we have an especially rich selection of articles about facets of maritime history sure to fascinate all of you who cherish the rivers of the Eastern Shore. We begin this issue with ebb and flow–we are saddened by the death of Carolyn Ballou, a devoted volunteer and member of the Nabb Board. At the same time, we rejoice in our very successful fundraiser at the Governor William Henry Harrison Ross mansion in Seaford, DE. The weather was kind to us and the beautiful period music, tasty appetizers and beautifully decorated mansion enthralled our guests. Featured in this issue is an essay on the rivers of Maryland, demonstrating their centrality to an understanding of the economic and environmental development of the Lower Eastern Shore. Carrying on the theme of waterways, "Pocomoke's Popular Shipbuilder, E. James Tull" chronicles Tull's career as a shipbuilder, with a visualization of his shipbuilding triumphs. Readers are also introduced to the many different types of boats which once sailed the rivers and the Bay. Just as intriguing is "Tools of the Trade: Watermen on the Chesapeake" which describes the folkways and lifestyles of that hardy breed of entrepreneurs who harvested the Bay as a means of livelihood. Yet another article, "Folklore of the Chesapeake: Watermen's Tales" shows us a different way of looking at the watermen and the origins and growth of a series of legends relating to regional watermen.

Two lighthouse articles showcase the important role of the coastlines of Delmarva through the centuries. Cherrix' article "Assateague Lighthouse: Icon of the Eastern Shore" shows clearly how the lighthouse was an integral and iconic feature of 19th and early 20th century Delmarva. In photograph and illustration, we are led through the rise and fall of one particular Eastern Shore lighthouse–that of Assateague. Carrying on with the theme of lighthouses is "Female Light Keepers on the Chesapeake Bay" which demonstrates the crucial role women played in maintaining lighthouses in the Chesapeake. Letters and personal remembrances bring to life this significant "way of life" which literally sent out life-saving beacons to seafaring sailors.

War sails to Delmarva is highlighted in two articles—"Fear and Terror: The Chesapeake Campaign of 1813" and "Operation Drumboat: the U-103 Off the Delmarva Peninsula". The importance of the War of 1812 to Delmarva is demonstrated in British Rear Admiral Cockburn's campaign of destruction and threatened violence to Chesapeake sites. Closer to the present is a World War II article focusing on the little-known subject of the German U-Boats navigating the waters off the east coast of Delmarva and the war they fought against American shipping interests.

Next up is a section on early settlers and the settlement of Delmarva. Biographical sketches demonstrate how original records can help bring to life long-deceased persons–in this case, early Somerset landowners George Lane and Alexander Maddox. Polk's thoughtful article "From Lifford to Somerset: The First Scotch-Irish Migration to America" chronicles the movement of a significant population from Northern Ireland to Delmarva, illustrating vividly important figures in the religious, economic and political life of early Delmarva.

Rounding out the issue is an essay on new collections at Nabb and a visual essay on our wonderful cadre of volunteers who work behind the scenes so selflessly to help us make more of our vast reservoir of documents available to you and other researchers. Thanks to each of our contributors for their willingness to share their expertise. To each of our readers–enjoy your travel through the waterways of Delmarva.

Submissions

The December 2009 issue of the *Shoreline* will focus on the architectural heritage of the Delmarva region. If you or anyone you know is interested in submitting an article please send material to the newsletter editor as follows:

Nabb Research Center
Salisbury University
1101 Camden Ave.
Salisbury, MD 21801

Or send an e-mail to
rcdhac@salisbury.edu

We also welcome your comments and suggestions.

Hours & Closings

HOURS:
Monday: 10 a.m.-9 p.m.
Tuesday – Friday: 10 a.m.-4 p.m.
CLOSINGS:
July 3, 2009
September 7, 2009

Shoreline

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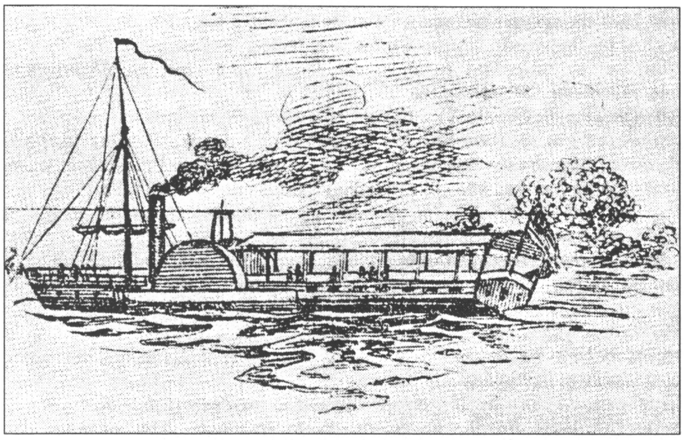
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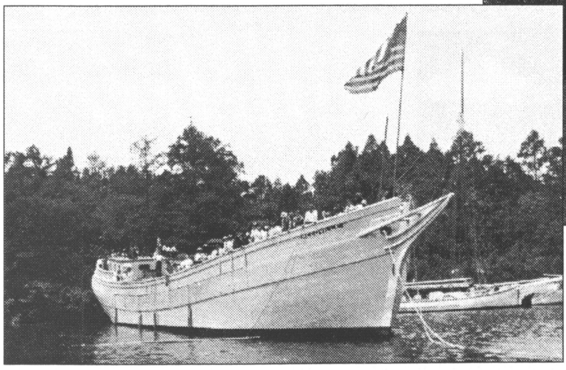
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Pocomoke's Popular Shipbuilder, E.James Tull

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Director, Dr. G. Ray Thompson. *Research Assistant,* Aaron Horner, *Administrative Assistant,* Donna Messick. *Technical Services Librarian,* Iris Powell. *Reading Room Coordinator,* Matt Heim. *Receptionist,* Corinne Les Callette. *Archivist,* David Ranzan. *Archival Assistant,* Jared Kreiner. *Graduate Assistants,* Aaron Lumpkins and Sean Wenstrup.

This issue and back issues of the *Shoreline* may be purchased for $10 each by contacting us at 410-543-6312 or rcdhac@salisbury.edu.
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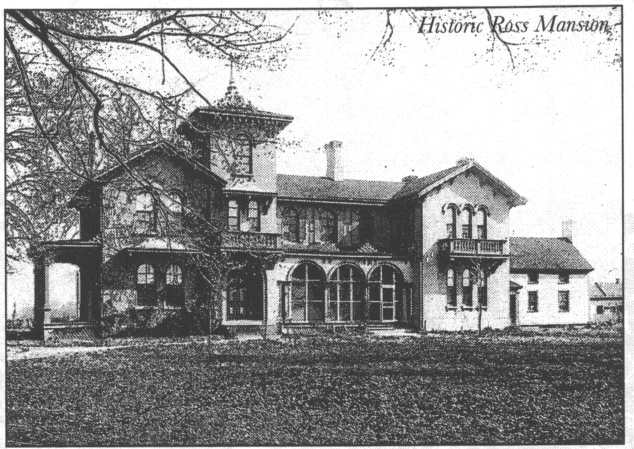
Errata:
An article in our December 2008 Shoreline, "Recollections from the Sea Side: Camp Meetings on Chincoteague Island" was incorrectly attributed to Natasha Jones. The correct author is Robert Jones. We apologize for the error.

Nabb Center Fundraiser at the Ross Mansion


Historic Ross Mansion

The Nabb Center's annual fundraiser was held May 2, at the Governor William Henry Harrison Ross Mansion in Seaford, Delaware. The weather cooperated with the outdoor event, much to the delight of those in attendance. Those at the "Afternoon in May" event spent time casually strolling the grounds of the mansion while enjoying crab cakes, shrimp and ham along with Bert and Emma Thornton's famous mint juleps. The music provided by a string trio set the perfect ambiance for both the location and the event. Adding to the period atmosphere, costumed docents of the Seaford Historical Society led tours of the Mansion.

The fully restored Victorian mansion in Seaford, Delaware, of Governor William Henry Harrison Ross – a highly popular Governor from 1851 – 1855 offered a rare opportunity for guests to step back into a time when life was more gracious. Restored by the Seaford Historical Society, this rare brick Italian-villa style Victorian structure features a three-story tall entry, ornate plaster ceilings, Moroccan ventilation, beautiful furnishings and even a hidden safe. The mansion is a testament to antebellum Southern living.

Visitors explored the complete Victorian Italianate mansion with slave quarters, barns, sheds and spacious grounds. The only surviving slaves quarters in the state of Delaware offered viewers a chance to examine mid-nineteenth century lifestyles at close range. Other buildings on the property are a granary, stable, smokehouse and corncribs as well as a "Honeymoon Cottage" bought from a catalog and placed on the property.

Docents gave insight into what life was like before the Civil War, why a popular Delaware governor was smuggled to England with a Federal warrant out for his arrest and how the "War of Northern Aggression" changed life on the Eastern Shore forever.

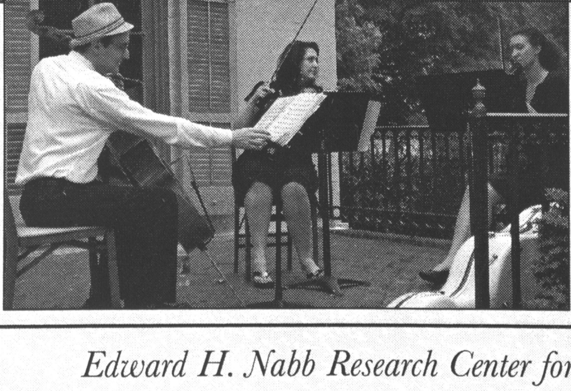
William Henry Harrison Ross was the Democratic governor of Delaware from 1851 to 1855. Extremely popular with the people, he was instrumental in bringing the railroad into Southern Delaware. Trains running daily to Philadelphia vitalized the economy as farmers switched crops from wheat and corn to higher priced tomatoes, strawberries, peaches and other perishables. Ross became a local hero.

Governor Ross was also a slave owner and Southern sympathizer. When war broke out between the states, Delaware sided with the North. Ross supported the Confederacy and eventually he fled to England. Today, his mansion stands as a grand reminder of the pre-Civil War life and an elegant time long gone.

The Nabb Research Center is grateful to the Seaford Historical Society for letting us hold our fundraiser at their beautifully appointed site. For those attending, it certainly was a memorable event and the Nabb Center is excited to begin planning for next year's fundraiser.

Kay Hawthorne, Diane & John Jacob, Davison Hawthorne

Anne Suthowski, Peggy Genvert, Paul Morris


Ross Mansion Event musicians Chad Parker, Erin Dean

Ross Mansion Event Contributors

Sponsors

Carolyn Adkins
Charles Emery
Lankford Sysco
Kathy & Bill Niskanen
Sandy & J.D. Quillin
Melanie Perreault
Connie & George Strott
Emma & Bert Thornton

Tickets & Contributors

Carolyn Adkins
Margaret Alexander
Alice Bahr
Bonnie Barnidge
Jane Beardsley
Regina Bell
C. Bryan Bennett
Ann Bernier
Carole K. Bozman
Heather Burnham
Helen & Niel Carey
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Marjorie Clements
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Bill Collison
Richard Culver
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Marva Greene
Henry Hanna
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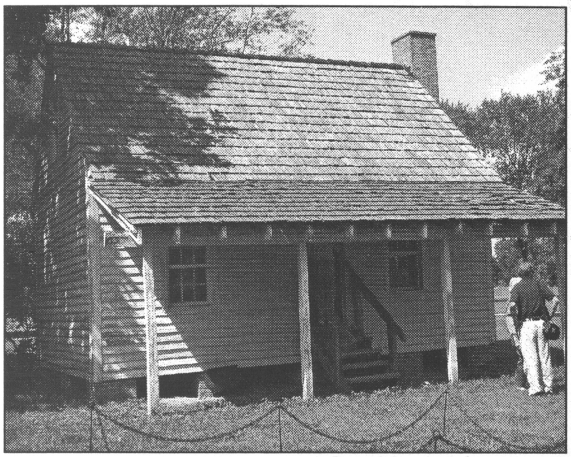

Ross Mansion slave quarters

Matthew Heim
Andrew Helm
Mike Hitch
Harry Holcomb III
Aaron Horner
Lenore Huffer
John Jacob
Thomas Jones
Sheila Kaczor
Timothy Keeports
Bernice Kelly
David Kenney
Harry Lehman
Corinne Les Callette
John Lynch
Paul Marshner
Joan Matyiko
Jason McCartney
Donna Messick
George Miller
Albert Modiano
L. Paul Morris Jr.
Eleanor Mulligan
Anne Nesbitt
Barry Neville
Edward Niemann Jr.
Kathryn Washburn Niskanen
Edward Otter
Gary Outten
Elizabeth Parks
Patty Parks
Maarten Pereboom
Melanie Perreault
Iris Powell
Aaron Pulhamus
Sandy & J.D. Quillin
Elizabeth Ragan
David Ranzan
William Rayne
Louis Rimbach
Emily Russell
Diane & Ricks Savage
Elizabeth Schulz
Marilyn Seidel
Ann L. Showell
Sarah Showell
Karen Silverstrim
Clara Small
Polly Stewart
Connie & George Strott
Ann Suthowski
Patricia Taylor
Edward Thomas
Rosemary Thomas
Klaudia & Ray Thompson
Bert Thornton
Earl Tull
Andrea & John Ullrich
Mia Vye
William Weizel
Lloyd Whitehead
Barbara Whitehead
Jeanne Whitney
Rudy Wilson
Thomas Wimbrow
Rob & Trudy Withey
Gordon Wood
Martha Zimmerman
Adkins Historical Complex
Arena's Deli & Bar
Fins Fish House
Green Man Juice Bar Bistro
Rehoboth Beach Theatre of the Arts
Retro Cafe
Slower Lower Delaware T-Shirt Co.
Southern Boy Concepts

Connie Strott,
Eleanor Mulligan

Lenore Huffer,
Joanne Donovan

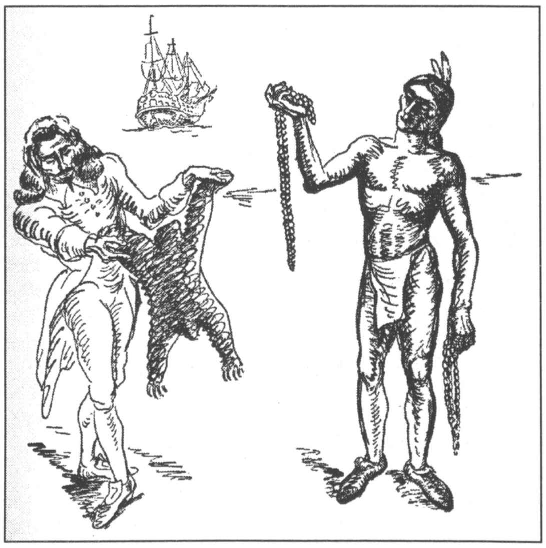
Silent Witnesses, Rivers of the Eastern Shore

By Matthew R. Heim

The history of Delmarva is inherently tied to its many navigable waterways. Our modern perception of these rivers relegates them to scenic getaways or playgrounds for our recreational use, but for most of human history, these rivers served a much more serious role and were vital to both settlement and trade. The mighty rivers of Delmarva have changed greatly since Native Americans glided across their silky skins. Deforestation has clogged their veins with silt, dams have altered their natural flow and pollution from runoff continues to threaten their health. Despite this, one can still find peace and solace in one of the many hidden bends on any of Delmarva's great waterways. The world spins to a different beat in these places, and in their quiet embrace it is possible for the mind to wander on to days gone by and the history to which these rivers bore witness. One can almost see Native Americans harvesting roots along their banks or an English sailing vessel making its way upstream to collect a harvest of tobacco for transport to European markets. It is not long before the image of steamships, with their great billows of smoke, makes its way into the narrative. And then silence returns, as we reunite with the present and the eyes of trade fall upon highways and runways rather than the many arteries of the Chesapeake crossing Delmarva. This essay is a tribute to these gentle flowing creeks, streams and rivers and the blessings they brought to those who settled upon their shores.

Geologists tell us the rivers of Delmarva found their origin in the melting and receding of glaciers which covered much of North America in the last Ice Age. The running water from these glaciers carved many crevices in the earth which eventually crafted the cradles now holding Delmarva's many creeks and rivers. The waterways of Delmarva are not all the same. Those to the north find themselves bordered by low clay cliffs, possess rocky bottoms and have much faster currents than waterways found further south. A traveler of the Lower Shore's rivers will find a salty marsh landscape near river mouths which transitions into fresh water marshes further upstream. As one moves toward the headwaters, swamps filled with tall cypress trees begin to appear as the rivers gradually narrow into nothing more than a narrow creek.

These rivers hosted a wide range of wildlife along their shores long before man arrived on the Delmarva Peninsula. Great forests covered the length of Delmarva, providing protection from runoff to rivers and homes for elk, bears, deer, wolves, beaver, otters, cougars, turkeys and many other animals. These forests consisted of a wide range of tree species including white oak, black oak, magnolia, hemlock, cypress and pine.



Settlement of the Maryland Portion of Delmarva was put off until the profitability of the fur-trade subsided

Native Americans were the first humans to inhabit Delmarva and rivers played a crucial role in their culture and survival. Indian villages were often situated along the headwaters of rivers or on high ground along rivers, where fertile farmland and valuable marsh roots could be collected. Rivers also provided sustenance in the form of fish and other harvestable animals found in their waters. In addition to food, rivers also served Native Americans as an important conduit for transportation and trade and the forests of Delmarva provided ample wood for Indians to use in the construction of dugout canoes.

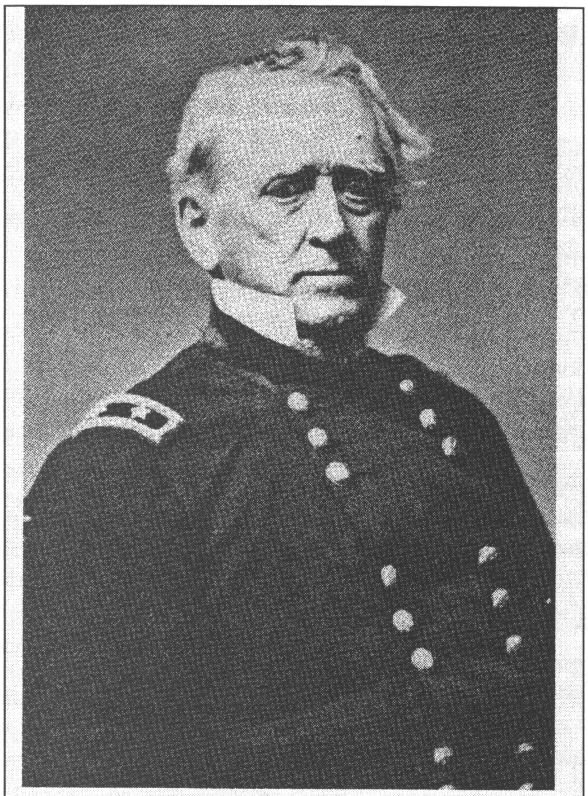
Native American culture would soon face a mortal threat with the arrival of European settlers, but the rivers of Delmarva gave one last breath of life before their civilization vanished from the Chesapeake shores. The many waterways of Delmarva were home to a sizeable population of beaver and the trade of their pelts was profitable enough to prevent Lord Calvert from settling the Maryland portion of Delmarva until the supply of beaver was depleted and tobacco farming became a more lucrative venture in the region. As European settlers made their way into Maryland's Eastern Shore, it became increasingly more difficult for Native Americans to survive; by the mid-18th century, the Native American era of Delmarva's history came to an end.

European settlers brought great change to the landscape of Delmarva. Viewing the forests which covered the land as a commodity to be sold, as well as a waste of land which could be put to more profitable use farming, they set about clearing the woods. It is important to remember that the forests we see today on Delmarva are vastly different from the forests encountered by the first European settlers. Since European settlement, it is estimated the forests of Delmarva were cleared and cut at least seven times. The oldest forests on Delmarva today are on average only about 50 years old. The Delmarva forests witnessed by Native Americans and those first early settlers were home to towering pines and hardwoods. Colonial records hold accounts of pines hundreds of feet tall; and in one instance, the stump of an old tree in Talbot County was large enough for a horse to turn itself around in. Delmarva lumber was valued by shipbuilding regions locally as well as New England and Europe as it was harder and taller than trees found elsewhere; it was also used in tanning hides, for dye, cypress shingles and also smelting. The first species to disappear after Europeans arrived was the white oak followed by the Spanish and black oak, all of which were desired for specialized markets. The rest of Delmarva's forest fell to fuel homes, clear farmland and to be sent to markets for trade.

As waterways were the easiest and most effective way to travel, European settlements situated themselves along riverbanks, similar to Native Americans. Ironically, the soil which was most suitable to grow tobacco happened to be found near waterways and in areas that grew wild plants essential to Native

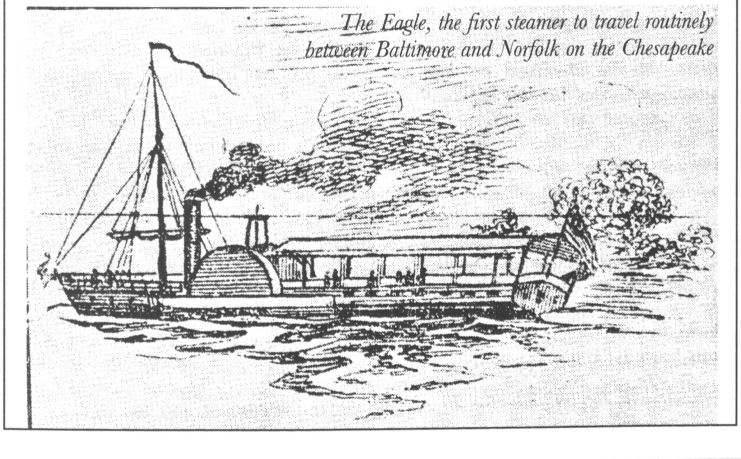
American survival. European settlement of these areas only hastened the eventual collapse of indigenous cultures on the Shore. European settlement and deforestation of areas near rivers would also have a profound and devastating effect on the navigability of waterways. Delmarva's forests held soil in place, and without tree roots, silt began to pour into rivers, filling them and forcing Europeans to resort to dredging.

The first generation of settlers on Delmarva found life on the frontier arduous, but with each succeeding generation, life became increasingly stable and peaceable. As time progressed and Europeans became more entrenched on Delmarva, they began to discover that the local soil could not produce tobacco of quality necessary to compete with other regions of Maryland and Virginia. In response, planters began growing grain instead. Delmarva's grain production would prove vital during the Revolution and earn the region the distinction "The Bread Basket of the Revolution," in reference to the valuable role it played in feeding the fledgling country during its struggle for independence.



MAJOR GENERAL JOHN A. DIX, THE DEPARTMENT OF MARYLAND COMMANDER WHO SAW THE IMPORTANCE OF QUELLING THE REBEL ELEMENT ON THE EASTERN SHORE.

Life was calm and steady on the Shore and a quaint culture developed along the river communities of Delmarva over the course of the 18th and early 19th centuries. Towns like Newtown (Pocomoke), Salisbury, Cambridge and Chestertown all benefited greatly from their connections to the maritime trade along the Chesapeake. Sailing vessels routinely travelled between the metropolitan centers of Baltimore, Washington, Norfolk and Philadelphia and the many rivers of Delmarva carrying produce from Shore farms to market and returning with manufactured goods for local consumers. These vessels carried travelers as well along their way up and down the Atlantic Coast and Chesapeake Bay. Sailing vessels were limited by a number of factors however. They depended heavily upon the weather, most importantly the wind. A lack of a breeze could greatly impair the ability of a vessel to reach market on time. This made travel by sail rather unpredictable and frustrating for merchants and passengers alike. A degree of patience was certainly necessary when dealing with sail transportation. That would all change soon with the dawning of the steamship era.

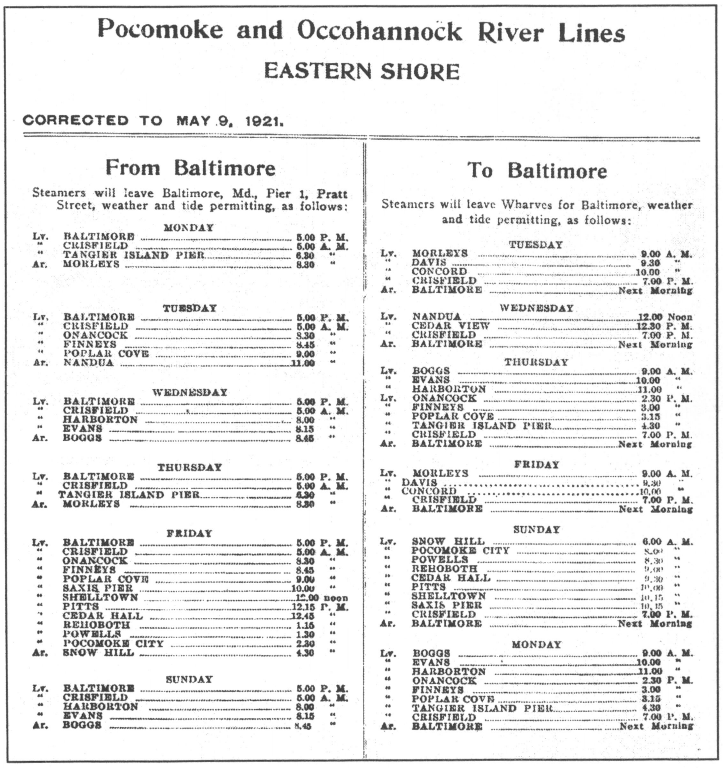


The Eagle, the first steamer to travel routinely between Baltimore and Norfolk on the Chesapeake

Steamships were first introduced to the Chesapeake Bay by the Union Line, a transport company in Baltimore, in 1813. The Union Line ran a regular transportation route between Frenchtown and New Castle for freight and passengers on their way to Philadelphia. This new form of transportation made travel by water much more efficient and reliable. A steady stream of steamships soon began to navigate Delmarva waterways with regular stops at towns like Chestertown, Pocomoke, Cambridge and Whitehaven. The regular availability of increased speed of travel opened new doors to commerce and trade for residents of the Shore and did much to help the local economy. Goods could now travel a greater distance to market and local merchants and farmers were keen to take advantage of these new opportunities. By the outbreak of the Civil War, hundreds of vessels steamed their way throughout the Chesapeake region, many with regular routes along Delmarva's rivers.

The Civil War would abruptly rupture the quiet country living of the Eastern Shore, particularly along the winding rivers of Delmarva, whose cuts and marshes provided ample opportunity for smugglers wishing to send munitions and supplies south in support of the Confederacy. The Delmarva Peninsula was occupied early in the war by Union forces under the command of General John Adams Dix who very quickly recognized the need to control the many waterways of Delmarva. His primary area of focus lay in the Pocomoke Sound and the port of Newtown (Pocomoke). The residents of Pocomoke were well-known southern sympathizers and their location near the Maryland-Virginia border made it an advantageous site to send supplies south. Union naval vessels routinely patrolled the Pocomoke Sound, as well as several other rivers on Delmarva, in search of smugglers. Union Navy patrols were a regular occurrence on the Nanticoke, Wicomico, Choptank and Chester rivers where smuggling was an ever-present threat.

Following the cessation of hostilities in 1865, life began to return to normal along the banks of Delmarva's rivers. What could be called an era of "good living" soon arrived. New technologies such as the railroad and canning brought prosperity to the area. These new technologies broadened the market reach of Delmarva residents once more and local merchants began sending produce and seafood to the



Pocomoke and Occohannock River Lines

EASTERN SHORE

CORRECTED TO MAY 9, 1921.

From Baltimore

Steamers will leave Baltimore, Md., Pier 1, Pratt Street, weather and tide permitting, as follows:

MONDAY

Lv.	BALTIMORE	5.00 P. M.
"	CRISFIELD	5.00 A. M.
"	TANGIER ISLAND PIER	6.30 "
Ar.	MORLEYS	8.30 "

TUESDAY

Lv.	BALTIMORE	5.00 P. M.
"	CRISFIELD	5.00 A. M.
"	ONANCOCK	8.30 "
"	FINNEYS	8.45 "
"	POPLAR COVE	9.00 "
Ar.	NANDUA	11.00 "

WEDNESDAY

Lv.	BALTIMORE	5.00 P. M.
"	CRISFIELD	5.00 A. M.
"	HARBORTON	8.00 "
"	EVANS	8.15 "
Ar.	BOGGS	8.45 "

THURSDAY

Lv.	BALTIMORE	5.00 P. M.
"	CRISFIELD	5.00 A. M.
"	TANGIER ISLAND PIER	6.30 "
Ar.	MORLEYS	8.30 "

FRIDAY

Lv.	BALTIMORE	5.00 P. M.
"	CRISFIELD	5.00 A. M.
"	ONANCOCK	8.30 "
"	FINNEYS	8.45 "
"	POPLAR COVE	9.00 "
"	SAXIS PIER	10.00 "
"	SHELLTOWN	12.00 noon
"	PITTS	12.15 P. M.
"	CEDAR HALL	12.45 "
"	REHOBOTH	1.15 "
"	POWELLS	1.30 "
"	POCOMOKE CITY	2.30 "
Ar.	SNOW HILL	4.30 "

SUNDAY

Lv.	BALTIMORE	5.00 P. M.
"	CRISFIELD	5.00 A. M.
"	HARBORTON	8.00 "
"	EVANS	8.15 "
Ar.	BOGGS	8.45 "

To Baltimore

Steamers will leave Wharves for Baltimore, weather and tide permitting, as follows:

TUESDAY

Lv.	MORLEYS	9.00 A. M.
"	DAVIS	9.30 "
"	CONCORD	10.00 "
"	CRISFIELD	7.00 P. M.
Ar.	BALTIMORE	Next Morning

WEDNESDAY

Lv.	NANDUA	12.00 Noon
"	CEDAR VIEW	12.30 P. M.
"	CRISFIELD	7.00 P. M.
Ar.	BALTIMORE	Next Morning

THURSDAY

Lv.	BOGGS	9.00 A. M.
"	EVANS	10.00 "
"	HARBORTON	11.00 "
Lv.	ONANCOCK	2.30 P. M.
"	FINNEYS	3.00 "
"	POPLAR COVE	3.15 "
"	TANGIER ISLAND PIER	4.30 "
"	CRISFIELD	7.00 P. M.
Ar.	BALTIMORE	Next Morning

FRIDAY

Lv.	MORLEYS	9.00 A. M.
"	DAVIS	9.30 "
"	CONCORD	10.00 "
"	CRISFIELD	7.00 P. M.
Ar.	BALTIMORE	Next Morning

SUNDAY

Lv.	SNOW HILL	6.00 A. M.
"	POCOMOKE CITY	8.00 "
"	POWELLS	8.30 "
"	REHOBOTH	9.00 "
"	CEDAR HALL	9.30 "
"	PITTS	10.00 "
"	SHELLTOWN	10.15 "
"	SAXIS PIER	10.15 "
"	CRISFIELD	7.00 P. M.
Ar.	BALTIMORE	Next Morning

MONDAY

Lv.	BOGGS	9.00 A. M.
"	EVANS	10.00 "
"	HARBORTON	11.00 "
"	ONANCOCK	2.30 P. M.
"	FINNEYS	3.00 "
"	POPLAR COVE	3.15 "
"	TANGIER ISLAND PIER	4.30 "
"	CRISFIELD	7.00 P. M.
Ar.	BALTIMORE	Next Morning

Pocomoke and Occohannock River Schedule

Northeast. This new era of prosperity was felt along the waterways where exports and travel continued to increase. As steamships evolved and transportation became increasingly easier in the Chesapeake region, tourism began to take hold as an additional economic boon. Towns such as Betterton Beach began catering to this growing market and the roots of Ocean City took hold in this era.

This era of prosperity could not last forever. A peach blight wreaked havoc among the produce industry in the 1890s. The peach blight was followed by other diseases which swept through the strawberry and apple harvest in the 1920s. The era of steamship travel would soon feel the impact of the Great Depression as well as the automobile and as the steamship began to decline, so too did activity along Delmarva's rivers; once-bustling river towns like Whitehaven soon fell silent, turning into quiet country villages.

The 1930s gave rise to a new industry that would eventually replace virtually all other agricultural businesses on the Shore. In 1923, a housewife by the name of Cecile Steele from Ocean View, Delaware, mistakenly received 500 chickens rather than the 50 she requested for egg production. Unsure what to do with the excess poultry, she sold them at market for 62 cents a pound. Seeing a potential opportunity, Steele's entrepreneurial senses were set off and she began raising chickens on a regular basis for sale at market. This is the origin of the Delmarva poultry industry.

The mistaken delivery of 500 chickens to Steele would eventually turn into a multi-billion dollar a year industry which continues to this day on the Delmarva Peninsula. The broiler population of the Shore jumped from 50,000 in 1925 to seven million in 1934 and by 1941 that number would further increase to 48 million. Today over 600 million chickens are slaughtered each year on the Delmarva Peninsula.

This large number of chickens creates an enormous amount of waste, which is usually held in lagoons and holding facilities. Unfortunately, these holding facilities often overflow as a result of excess waste and rainfall. When this occurs, untreated chicken sewage flows into nearby streams, wetlands and rivers. This refuse also finds its way into rivers via farm fields where chicken manure is laid down as fertilizer, most of which are fields growing crops to support the poultry industry. Chicken manure contains antibiotic residue, heavy metals, nitrogen and phosphorous and has been linked to algae blooms, fish kills and diseases such as Pfiesteria.

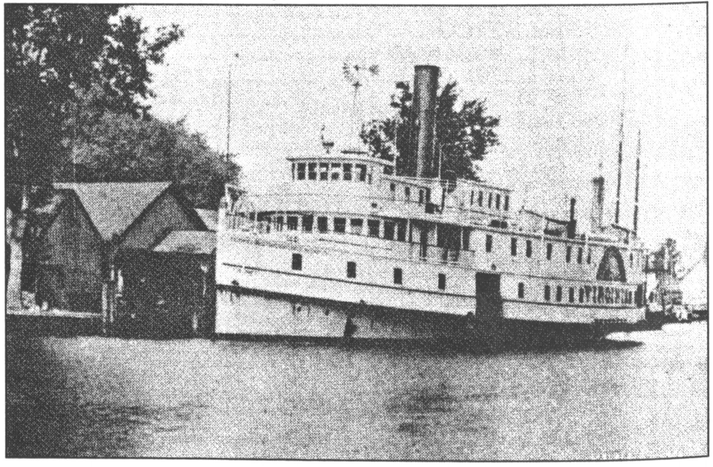
In addition to the poultry industry, the health of Delmarva waterways are under increased strain due to human population growth in the region. The population of Wicomico County nearly doubled from 1920 to 2007, growing from 49,000 to an estimated 97,000. Other counties such as Worcester and Queen Anne's counties saw their population double as well. With increased human development come other problems which threaten Delmarva waters. Runoff from lawns, pavement, sewage and litter all put pressure on the wellbeing of the Shore's many waterways and the life they contain and support.

Despite the continued growth of the poultry and housing industries on Delmarva, there is hope for her majestic rivers. Citizens are increasingly more aware of the daunting challenges facing the health of their waterways and are giving their support to organizations such as the Chesapeake Bay Foundation, which is fighting to clean up both the Bay and its many tributaries. Local civic organizations are also beginning to spring forth such as the Wicomico Environmental Trust and Coastal Bays Foundation. There are victories to speak of as well, such as the preservation of both Assateague Island and the Nassawango Creek area.

Even with the ever-encroaching development on the Shore, it is still possible to slip away from civilization along one of the many scenic tributaries of the Chesapeake. There, held gently in the meandering arms of its embrace one can see the story of history lap upon its banks, it is possible to connect to those who came before and see the wisdom of ensuring the health of these waters for those yet to come.

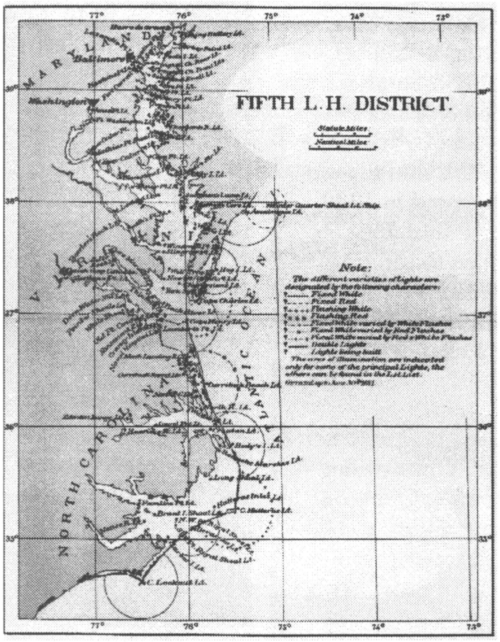
End note: Photos from: *Steam Packets on the Chesapeake*, Alexander Crosby (Cornell Maritime Press 1961); *Rivers of the Eastern Shore*, Hubert Footner (Tidewater, 1979)

The Virginia at dock in Salisbury, MD



Female Light Keepers on the Chesapeake Bay

By Mary Louise and J. Candace Clifford



Any attempt to summon up the women who kept lighthouses on the Chesapeake Bay in the first half of the 19th century is obscured by huge gaps in the historical records—gaps that reflect the lack of interest in recording the accomplishments of working men and women in that period. For many lighthouse keepers, all that remains is a record of their appointment and length of service.

Research in the National Archives revealed 141 women across the country who were appointed official keepers. Hundreds more were officially appointed assistant keepers, generally aiding their fathers or husbands. Many women never received official appointments, but kept a light for months after a keeper's death—until a new keeper arrived at the station.

The men and women who kept the lights were, by and large, not drawn from a class who recorded their activities. Only when newspaper journalists reported the drama of fierce storms or perilous rescues or unusual careers were the achievements of either sex made a matter of permanent record. Light keepers are known mainly through secondary sources—obituaries and newspaper articles focused on dramatic episodes or unusually long careers. Personal histories may have been handed down orally within families, but those are largely lost to us now. Fortunately some primary sources exist; the records of the U.S. Lighthouse Service at the National Archives provide letters or logs written by the keepers in their official capacities that give us details of their daily routine and some of the challenges they faced.

The First Women

A letter from the Fifth Auditor of the Treasury Stephen Pleasonton (who was in charge of lighthouses), dated April 1, 1830, indicates that on the death of Sarah Luke's husband in 1811, the government appointed her son John Luke to keep Old Point Comfort Light Station, situated in Fort Monroe at the entrance to the James River, although his mother Sarah in fact discharged the duties. Luke was listed as official keeper until 1843. Another letter, dated January 1, 1833, signed Ann Herbert, indicates that she and her mother have been tending the Old Point Comfort light and that "there has been some persons endeavoring to undermind [sic] us in getting the lighthouse from us." Sarah Luke was probably the first woman keeper on the Chesapeake Bay, although never officially recognized. Amelia Deweese's tenure as keeper at Old Point Comfort from 1857 to1861 is recorded, but nothing more is known about her.

The first woman who received an official light keeper's appointment on the Chesapeake Bay was Ann Davis. Her husband James was the first keeper of Point Lookout Light Station at the Potomac River entrance. He was appointed in 1830, but he died just a few months later. His wife replaced him at a salary of $350 per year; her contract forbade the selling of liquor on the station grounds. In 1840 Ann was complimented by the captain of the lighthouse supply boat, who wrote, "Mrs. Davis is a fine woman, and I am sorry she has to live on a small naked point of land." Ann Davis kept the Point Lookout light until her death in 1847.

Two other women held the keeper's post at Point Lookout: Martha Edwards succeeded her husband Richard, serving from 1853 to1855, followed by her daughter Pamela Edwards from 1855 to 1869.

In 1834 Elizabeth Riley was appointed keeper of the twin lights at North Point Light Station at the Patapsco River entrance. She tended a total of 18 lamps in the two lanterns. In 1850 the lighthouse inspector reported that "these lights are kept in complete order. The painting is being done at this time. The floor wants mending. Some cement is wanted; 12 feet of seeiling [sic]; new roof to privy; cistern pump needs repair; west tower wall at foundation needs attention; some white paint is wanted."

Riley held the post until 1857. A second woman, Mrs. Henry Schmuck succeeded her husband at North Point when he was drafted for military service in 1864. She kept the light until he returned in 1866. North Point Light Station was discontinued in 1874.

In 1845 Mrs. Rosannah Thatham was appointed keeper of Bodkin Island Light Station, also at the Patapsco River entrance. She served two years. Every evening she lit 13 lamps fueled by whale oil and hung them on a chandelier in front of reflectors. In 1850 the inspector reported that, "this light and dwelling are well kept. A new privy roof is wanted; dwelling roof to be repaired; pump wants repairing; down spout for cistern missing." Bodkin Island station was discontinued in 1855.

Female Keepers in the 1840s and 1850s

Piney Point Light Station on the Potomac River had four women keepers. Charlotte Suter succeeded Henry J. Heard in October 1845 and was removed the following May. Martha Nuthall replaced her deceased husband John in 1850 and served until 1861. Eliza (or Elizabeth) Wilson carried out her husband Noah's duties during his long illness and replaced him after his death in July 1873. In 1874 Congressman Wm. J. Albert received a complaint regarding nepotism in Mrs. Wilson's family: "I am informed that she has a son holding an appointment in the Lighthouse Board. A son-in-law in the Treasury Dept. And also a daughter-in-law ..." Eliza Wilson resigned in 1877 and was followed by Helen C. Tune, who served until 1883.

In 1851 Harriet Valliant replaced her deceased husband Jeremiah at Sharp's Island Light Station off the entrance to the

Choptank River and served until 1856. In 1865, because of erosion on the island, the lighthouse Valliant kept was replaced by a lighthouse on a screwpile foundation offshore.

Fishing Battery is an artificial island created years ago to benefit the fishing industry near the mouth of the Susquehanna River. Boats unable to enter the shallow port at Havre de Grace would call at the small, man-made island to pick up a load of fish and transport it to markets in Baltimore. In 1853 Sarah Levy became keeper of Fishing Battery Light Station when her husband John died. She remained at the station for two years. The light was moved to a skeletal tower in the 1920s and the old lighthouse abandoned when the station was automated in 1939.

In 1857 Sarah Thomas replaced her deceased husband George at Cove Point Light Station at the entrance to the Patuxent River, serving until 1859. She tended a lamp with concentric wicks in a new fifth-order Fresnel lens, installed in 1855 to replace the 11 lamps with reflectors on a chandelier.

Female Keepers in the 1860s

In 1860 Mary E. Yewell followed her deceased husband S. William at Sandy Point Light Station on Upper Chesapeake Bay, serving only one year. That station, first established on the mainland, was later replaced with an offshore tower.

In 1863 Esther O'Neill replaced her deceased husband John as keeper at Havre De Grace (Concord Point) Light Station at the entrance to the Susquehanna River, remaining there until 1881. Esther was the eighth keeper in a single family that tended Concord Point Light Station for several decades. At the beginning of the Civil War, when John was still alive:

> Union troops sent from Pennsylvania to defend Washington were attacked by Marylanders loyal to the southern cause. Unable to continue troop movements by railroad, the Union set up ferries from Havre de Grace, adjacent to the lighthouse. Two [of Esther's] sons served for the Union: one killed in battle in 1864, the other wounded, captured, imprisoned at Belle Isle and ... Richmond, released after three months, ...

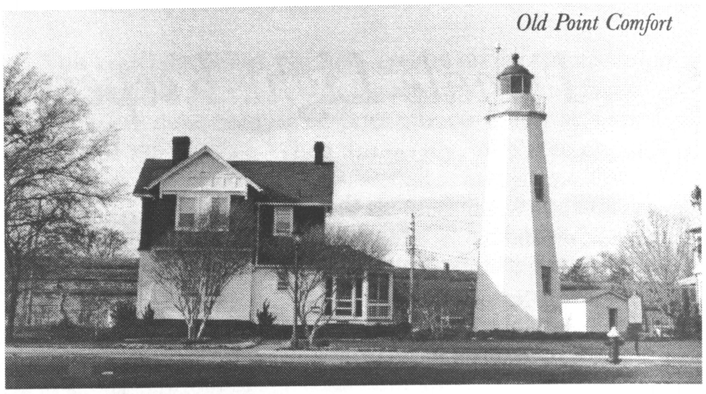
Esther's son Henry became the ninth O'Neill keeper, followed by his son Henry, who kept the light until it was automated in 1920.

Female Keepers at Turkey Point Light Station

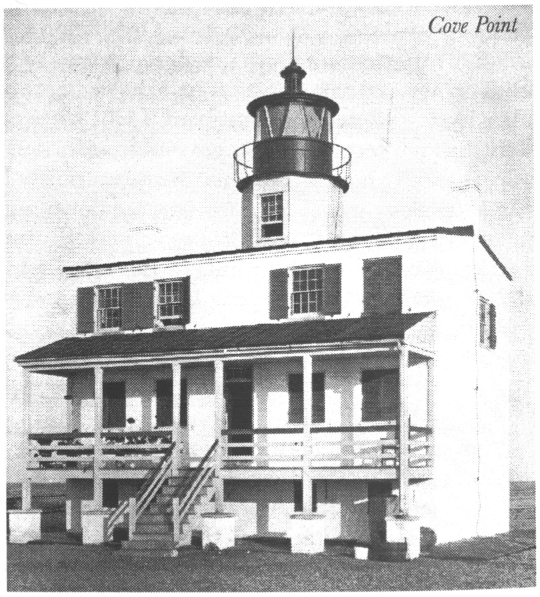
Turkey Point Light Station in Maryland was kept by women longer than any other light on the Chesapeake Bay. Only 38 feet tall, the tower's location on a bluff at the southern tip of Elk Neck is 100 feet above the bay, making the light visible for 13 miles.

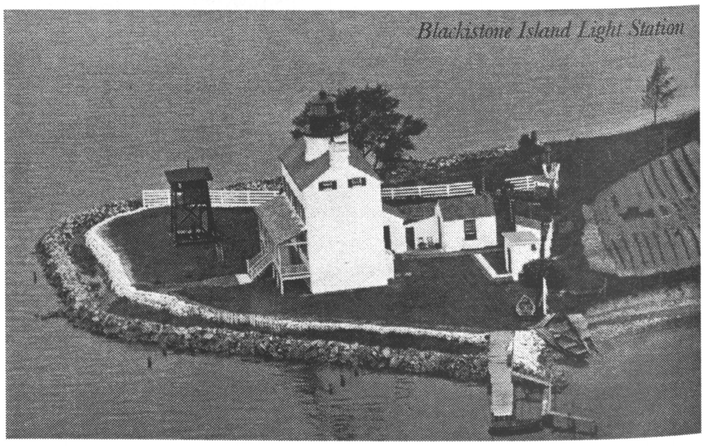
In 1844 Elizabeth Lusby replaced her husband Robert as keeper at Turkey Point. A complaint led Lusby to write to the inspector on May 5, 1857:

> I am informed that the "Light" at this place has been complained of. This I have feared, for the bad conditions of the "Lamps" renders it impossible to keep up the lights . ... Capt. Howeland has for the past three years, reported at Washington the defective condition of the lamps . ... When last here, he repaired as well as he could, hoping they might stand for another year, but the repeated soldering, filing, etc., has worn them away so much that he could not make a permanent job, and hoped he should be able to bring a


Old Point Comfort

Point Lookout Light Station


Cove Point


Blackistone Island Light Station

> new set this spring. I told him I feared complaint from watermen, which he thought probable, but nothing more could be done.

Elizabeth Lusby remained at Turkey Point until 1862.

In 1872 the United States Light-House Board required keepers to maintain daily logs recording the weather and shipping; these logs are the source of some of the information about three of the four women who kept Turkey Point Light Station. Some of their letters also appear in National Archives Records of the Fifth Lighthouse District (Baltimore) 1851-1912.

In 1873 Rebecca L. Crouch replaced her deceased husband John as keeper at Turkey Point Light Station, serving until 1895. Turkey Point logs for the years 1872 and 1873 are in the same handwriting, so perhaps Rebecca kept the log for her husband. Entries in those early years were made only on days when weather was extreme, ships passed by the station, the supply ship or repair boat arrived, or the inspector, lampist or visitors visited the station. Daily entries don't begin until 1874. On January 1, 1875, Rebecca wrote that she received "notice that Keeper Salary to be paid monthly." On February 10, 1875, she wrote that "the tug Enterprise came here yesterday to send telegraph to Baltimore they have been frozen up off here since the 7th." On the 22nd she noted that "a tug frozen in the ice left for Baltimore today." In February 1898 an unusual entry appeared: "Maine sunk in Havana harbor." In May: "Dewey victory." An extreme blizzard was recorded in February 1899.

Rebecca's daughter, Georgia S. Brumfield, moved to the station with her parents at the age of 16, spending a total of 54 years at Turkey Point. In 1895 Georgia replaced her deceased mother, remaining at Turkey Point until 1919. From 1891 to 1900 Rebecca and/or Georgia made separate entries for times the fog signal was running, presumably in response to instructions from the lighthouse superintendent. The Lighthouse Service kept track of number of hours of fog at each station. After 1900, fog signal entries were made in red ink among the daily entries.

A few of Georgia's letters after 1904 survive, dealing with supplies or requesting leaves of absence. February 26, 1904, she wrote the inspector: "Will you please send me a cord for our clock. It is a pendulum clock and has a weight and the cord broke the other day and I can not get any where to get one. I thought you would send me one by mail."

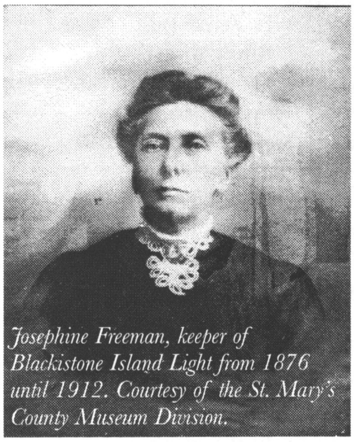
August 31, 1905, she asked the inspector to "please bring me a new Grate for stove No. 127 Excelsor Cook. I would like a new cook stove if you will give me one as the old one is very much out of repair." February 22, 1906, she asked the inspector to "bring a barrel of lime and a well rope ... 96 feet . ..." The lime was for whitewashing the tower. The well rope indicates that she did not have a hand pump for her well. A year later she asked for zinc to go under the cook stove, a barrel of lime and a well rope as well as a well bucket. Picture her on a windy wintry day, hauling water up from a 95-foot well in a bucket.

Georgia's log entries are a little more detailed than her mother's. September 19, 1916, for example, she wrote "working party come over, cool [weather]." On the 20th, "commenced repairs, sent library away." The Light-House Board circulated a box of books from station to station. On the 25th: "working party done today, put new floor in dining room, a new cubord [sic], fixed stable, put concrete walk around back, fixed fences, did not have enough boards to finish fence." February 16, 1918: "6 tugs and three barges come up. Resumed the light tonight. [The light was not shown when the bay was so iced that ships could not get through.] The tugs & barges got through but had a right hard time. Was 48 nights we did not light. 1 canal boat cut through loaded with wood sunk at back creek." On the 18th: "5 of the tugs went down today." The end of her tenure appears November 14, 1919: "Going to go down from dear old Turkey Point today, but God goes with me and he will show me the way."

Fanny Salter did not take charge of Turkey Point Light Station until 1925. Before we tell her story, let's visit Josephine Freeman at Blackistone Island Light Station.

Josephine Freeman at Blackistone Island Light Station

Blackistone Island Light Station (St. Clements Island), on the east side of the lower Potomac River, was kept by Josephine Freeman from 1875 until 1912. Josephine's husband William 'Billie' Mitchell Freeman gave up his farm on the Patuxent River to return to her childhood home with her. Josephine's four surviving children were all born and grew up in the lighthouse: Bernard (1876), William Jr. 'Willie' (1877), Emily (1880) and Edna (1882).



Josephine Freeman, keeper of Blackistone Island Light from 1876 until 1912. Courtesy of the St. Mary's County Museum Division.

Josephine was paid $600 a year for keeping the light—the family's only steady income. She had no paid assistant and was responsible for both the light and the fog signal. She depended on her children to help her.

Josephine wrote a short record of each day's activities in an old-fashioned ledger, one of which survives, describing daily life in a rural lighthouse at the turn of the century. The diary began November 16, 1903: "Today is Willie['s] Birthday, 26 years old. He is away from home on his vessel *Sarah Guyther*, he has been gone week today. I feel anxious about him, would like to hear from him ..."

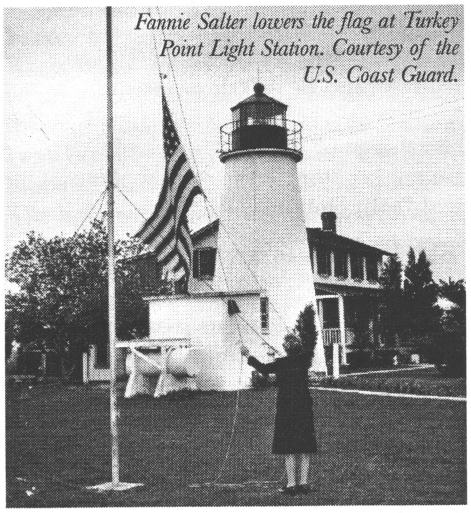
Josephine mentioned her own birthday as well on January 14, 1904: "I am 61 years old today. Thank God I have lived to be this old age. We had fruit cake & wine."

Josephine recorded each visitor to the lighthouse—and there were many: neighbors, watermen, relatives, workmen, hunters, boaters sight-seeing—almost every day. In the summer there was daily visiting back and forth with the families who occupied the summer cottages on the island. Almost every entry described how they spent their evening—talking, playing cards, reading, writing, singing, listening to a "Graphaphone [sic]."

Josephine's children usually tended the lamp in the lighthouse lantern:

> January 12: Will wicked the lamp up this morning.
> January 18. The lamp smoked this a.m. 3 o'clock. Willie had to get up & change the lamp. The tower was black with smoke. Willie & Ida [the housekeeper] washed it off. They were up there cleaning up until 12 o'clock. ... Willie busy fixing the piece belongs in the top of the Tower & he painted it also. January 26. Willie wicked the big lamp & cleaned up the lamp

> [lantern], etc. May 13. Willie wicked the Light House lamp this morning and he moved the stove out of the parlor.


Fannie Salter lowers the flag at Turkey Point Light Station. Courtesy of the U.S. Coast Guard.

Willie did the work expected of a male keeper—making repairs and painting, as well as much of the maintenance around the lighthouse: "April 6. Willie cleaned the fog machinery today. May 7. Willie fixed winder [window] in the cellar. Put two panes in & one in his winder upstairs. June 9. Willie painting the tower this morning." He painted the tower every spring.

Josephine's husband Billie occupied himself hunting and fishing, regularly providing their dinner. He hunted ducks every day throughout the fall and winter, weather permitting. Billie bred, trained and sold hunting dogs. He kept a garden as well as cows, hogs, chickens and turkeys. He did all the shopping, going regularly to the mainland to buy groceries, fruit, vegetables and on rare occasions meat. He and his sons harvested and sold oysters, clams and crabs. They did line fishing and put out gill and trap nets. They assisted neighbors in hauling nets, butchering livestock and the like:

> November 27. Billie & Willie went up in the blind. Killed 12 ducks. ... I am patching Billie's coat & Bernard's pants. All setting around the table talking. ... Snow this evening, very bitter.

Josephine, her daughters and her housekeeper Ida made their own clothes, curtains, sheets and pillow cases, as well as the men's shirts and nightclothes. They also knitted, quilted, darned socks and repaired all of their clothes. Josephine mended the sails for their various boats.

The rural area around Blackistone Island provided very little regular employment for young men. Josephine's sons and the two boys courting her daughters found a day's work now and then helping neighbors: "June 17, 1904. Willie gone up to the house to do day's work for Mr. Stephens, cutting grass & cleaning up. Very tired. Payed Willie $1 for his day's work."

> Tenders brought supplies and workmen. In October 1904: the Lighthouse Tender Holly land[ed] 2 cord[s] of Oak wood. July 29, 1905. The Lighthouse Tender Jessamine stop[p]ed at Station to see what repairs was needed & measured how far the house was from the water & [left] plank for the pumphouse, etc. August 4. Light House Tender Jessamine stop[p]ed [at] station. Engineer brought carpenter ashore & the lampist. Took measures, fence, etc. I got after engineer to build me kitchen. They left dog here for Billie to break. August 25. Lighthouse Tender Holly furnished 3 tons coal & we had it put in the cellar. August 28. The tug Thistle stop[p]ed [at the] Station with large lumber to build summer kitchen ... They took our pump out [of] the well to fix it. September 11. The tug Thistle, Capt Smith, brought two workmen over to the Lighthouse to finish the porch.

July 26, 1904, Josephine mentions lighting the lamp herself for the first time. The children had all gone to Leonardtown to the races and a dance in the evening. Dances were held every week in the summer in several different locations.

The women canned throughout the harvest season. Josephine mentions making wine, seeding cherries and canning them, pickling pears, making blackberry and grape jam, crabapple jelly, tomato pickle, chillie sauce and chow-chow.

The last entry in the journal was made November 9, 1905: "Willie Herbert [who had recently married Edna] is 21 years old today."

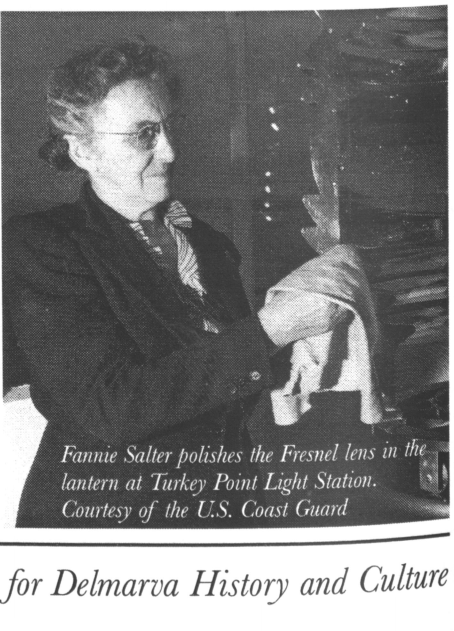
Josephine Freeman continued as keeper of Blackistone Island Light until her death in 1912 and was succeeded by her son William M. Freeman Jr. The lighthouse was destroyed by a fire in 1932. Josephine's granddaughter Mary Josephine Mattingly willed $5,000 in 1998 to provided seed money and inspiration for rebuilding the structure according to the original architectural plans. A group called the St. Clement's Hundred was formed to raise additional funds. St. Mary's County commissioners and the State of Maryland contributed funds. The restored lighthouse is now open to the public.

Fannie Salter at Turkey Point Light Station

Fannie Mae Salter was the last civilian woman to keep a light in the United States. When her keeper husband died in 1925, Mrs. Salter was told that Civil Service rules would prevent her succeeding him because of her age. She appealed to her senator, who went to the White House and asked President Coolidge to appoint her to the post. She was keeper at Turkey Point from 1925 until 1947.

Fannie Salter's logs are in the National Archives. Each day she recorded the weather; she occasionally added personal comments to her logs. Here are a few examples that show the routine of her daily life as she began her career as official keeper:

> April 1, 1925: Northwest fresh, cloudy. Received telegram that I have been appointed as permanent keeper of this Station by Pres. Coolidge. Went to North East [a nearby Maryland town] for supplies. Painted in lantern. Cleaned lens to-day.
>
> April 9: Southwest moderate clear. Painted lantern floor & platform below. Unpacking furniture.
>
> April 16: North to northeast fresh clear. Scrubbed lantern, cleaned cellar, pumped water out of boat.
>
> April 27: South to west light fair. Put screens in windows, shellacked two


Fannie Salter polishes the Fresnel lens in the lantern at Turkey Point Light Station. Courtesy of the U.S. Coast Guard

floors.

September 2: West to southwest light, partly cloudy. Cleaned storm panes inside and out.

September 5: Northwest light, fair. Cleaned tower from top to bottom & bell house.

September 8: Light northwest partly cloudy. Mowed lawn.

September 9: Moderate southwest hazy. Tender Juniper delivered medicine, wheelbarrow & parts for stove.

September 17: West moderate, clear cool. Finished painting exterior of bell house.

September 18: Moderately southerly winds partly cloudy. Whitewashed interior of toilet, painted the wood.

September 19: West moderate fair. Painted tower floor, handrail and ladder, scrubbed tower steps.

September 21: Tender Maple arrived with wood & coal, also fogbell machinery, and Mr. Lenord came to install same.

Until 1943, when electricity was installed at Turkey Point, Salter made four or five trips daily to the top of the tower. When a 100-watt electric bulb was placed inside the Fresnel lens, increasing the light to 680 candlepower, the keeper's time-consuming duties were reduced to the mere flip of a switch. Then one trip a day up the tower kept the light in working order. Only during cold weather were additional trips necessary to defrost the huge windows surrounding the light. The heavy brass oil lamps used earlier were kept in readiness in case the electric power and auxiliary generator should malfunction.

Like other lighthouse keepers, Mrs. Salter was on duty seven days a week, 24 hours a day. Her two daughters were married, but Bradley, the youngest, helped her with some of the heavier chores about the light station.

Her log on December 18, 1927, says: "Tender Maple arrived today & installed radio." Although no instruction in its use was provided, Fannie mastered the radio with the aid of the accompanying manual. She was in constant communication with aids-to-navigation authorities and made reports of local weather conditions and other useful information. During World War II the Coast Guard installed a radio telephone set.

Snow-blocked roads often marooned Fannie Salter many weeks at a time during the winter, leaving radio and telephone as her only means of communication with the outside world. She dined from her well-stocked vegetable cellar, where shelves were lined with home-canned jars of the vegetables and fruits she grew on the lighthouse's three-acre plot. Loneliness was relieved by a Chesapeake Bay retriever, a flock of chickens, and a dozen lambs and sheep. In the early years of Mrs. Salter's tenure, laundry, bakery and ice trucks made deliveries to the lighthouse, but World War II put an end to the long trips over the seven-mile road through Elk Neck State Park:

"And when I get tired of things outdoors, I always have my hobby—crossword puzzles," Fannie Salter said in 1945. "I never seem to get enough of crossword puzzles," she smiled. "My friends send me many hundreds, but I'm always 'fresh out.' Most of my evenings are spent on crossword puzzles and reading."

Talking over her early days as keeper of the light at Turkey Point, Mrs. Salter recalled one of her most frightening experiences:

It was a cold night and very foggy out, she said. I was alone with my seven-year-old son at the time. Suddenly the whistle of a boat, apparently making for Philadelphia, was heard around our point. I started the bell ringing, but almost immediately a cable connected to the striking mechanism snapped. I began to pull the bell, counting to fifteen between each pull. It was necessary to ring the bell four times a minute. I kept this up for about 55 minutes, until the ship was safely around the point and headed for the Chesapeake and Delaware Canal. I was never more exhausted in my whole life. It certainly was one experience I never want to relive.

Modern floating aids to navigation ended the need for the bell, but Fannie Salter's duties included checking and reporting on the various buoys, channel lights and other aids in her area so they were kept in proper position and working order.

When asked about retirement plans in 1945, she said, "I plan to stay as long as the Coast Guard wants me. Perhaps after the war I'll make other plans." She smiled when she added, "Maybe I couldn't sleep away from the light. You see, its bright beam has been shining through my bedroom window for so many years its presence has become my security and companion. Whenever the light goes out I wake up immediately."

When she retired in 1947, she moved to a house six miles away, where she could still see her beloved light flashing. Later she lived in Baltimore until her death in 1966 at age 83.

Following automation in 1948, the original wooden door to the tower was broken down and the valuable Fresnel lens stolen. The keeper's dwelling was razed in 1971. The light was deactivated in 2000, but the tower is currently maintained by Turkey Point Light Station, Inc., and is open to the public during summer months.

Female Keepers at Family Stations

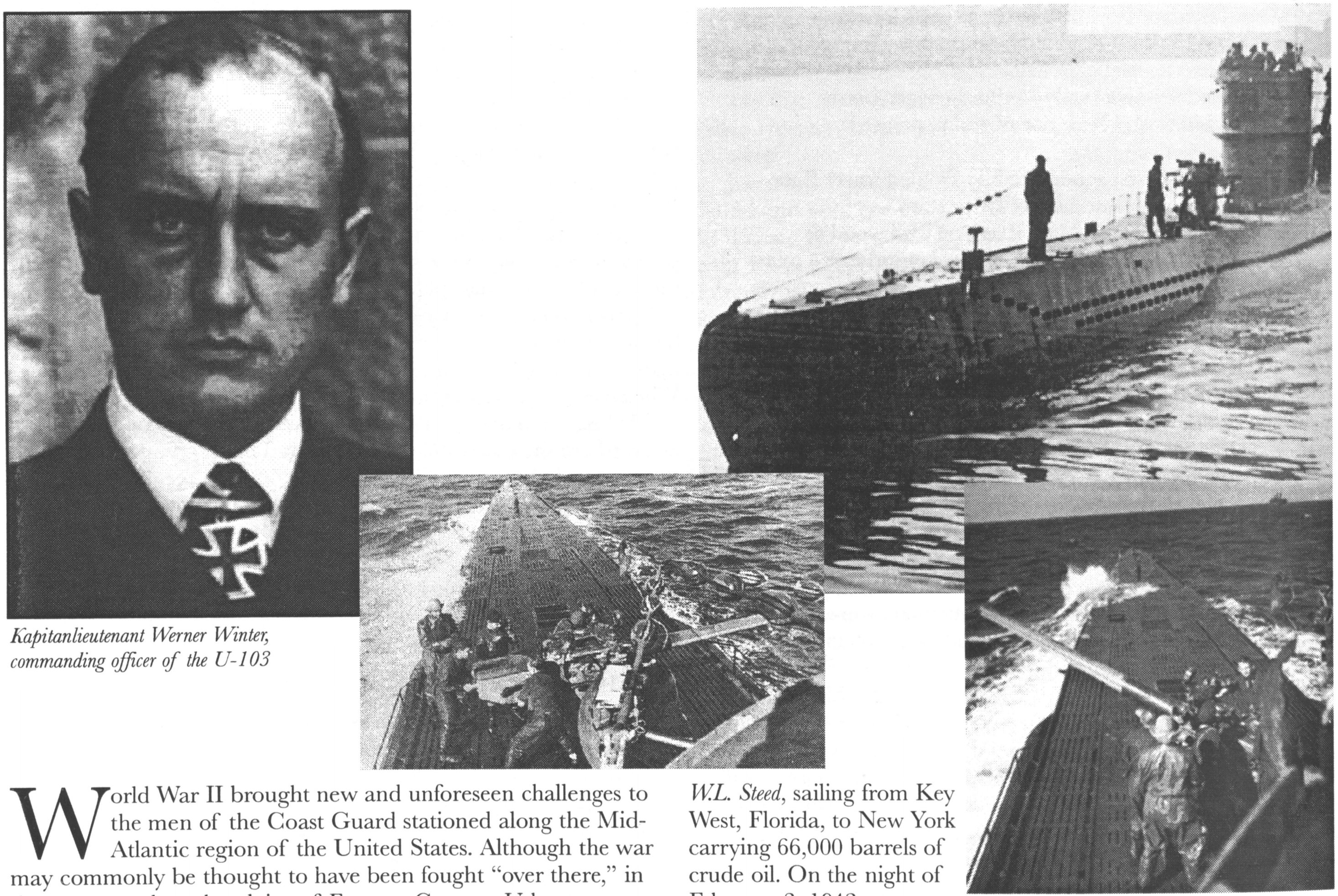
The lighthouses on the Chesapeake Bay were all small family stations that women could easily tend, unlike tall coastal towers with first-order lenses and mechanical fog signals, which were assigned two, three or four male keepers. Women keepers alone could handle lamps and fog bells with wind-up mechanisms, but they retired when complex fog-signal machinery was installed. Although a few stations on the Pacific and Gulf Coasts were kept by women, they were much more numerous on enclosed bodies of water—the Chesapeake Bay and its tributaries, the Hudson River, Lake Champlain, the Great Lakes and Lake Pontchartrain.

Mary Louise and J. Candace Clifford are the authors of five lighthouse books, the most recent for young readers is titled *Lighthouses Short and Tall*. More information can be found at www.marylouiseclifford.com and www.lighthousehistory.info.

For historic photos and builder's plans for Maryland lighthouses, see F. Ross Holland's *Maryland Lighthouses of the Chesapeake Bay* (Maryland Historical Trust Press and The Friends of St. Clements Island Museum, 1997).

Operation Drumbeat: The U-103 Off the Delmarva Peninsula

By J.A. Hiteshew



The U-103 and lethal deck guns.

Kapitanlieutenant Werner Winter, commanding officer of the U-103

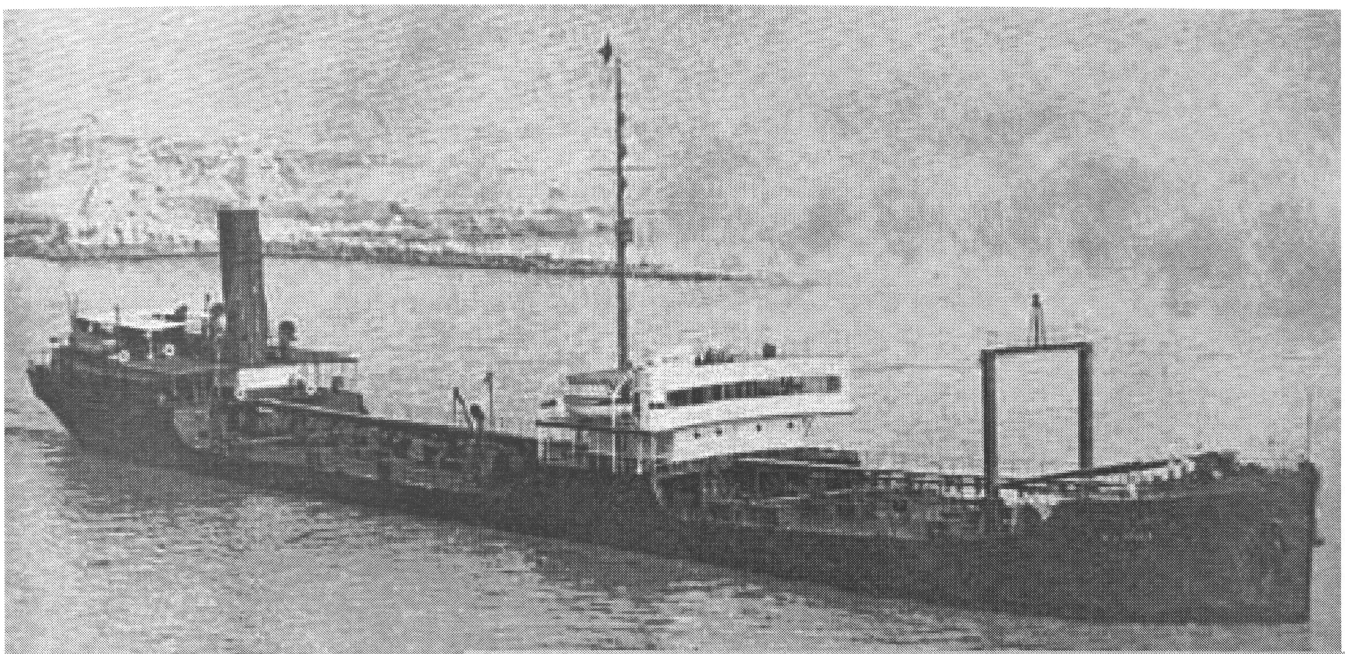
World War II brought new and unforeseen challenges to the men of the Coast Guard stationed along the Mid-Atlantic region of the United States. Although the war may commonly be thought to have been fought "over there," in the waters and on the plains of Europe, German U-boats operated heavily off the American East Coast during the early years of the conflict, and sporadically throughout the rest of the war. The waters off the Mid-Atlantic were strategically important because of the region's proximity between the shipping lanes off Norfolk and the Chesapeake Bay in the south, and New York and the Delaware Bay to the north.

Late in 1941, just 12 days after the Japanese attack on Pearl Harbor, German Admiral Karl Doenitz dispatched five of his larger type IXB and IXC U-boats to the American East Coast. The operation would be a "combined surprise attack" against the lightly defended shipping lanes along the Eastern seaboard. The plan was dubbed "Operation Paukenschlag," or "Drumbeat".

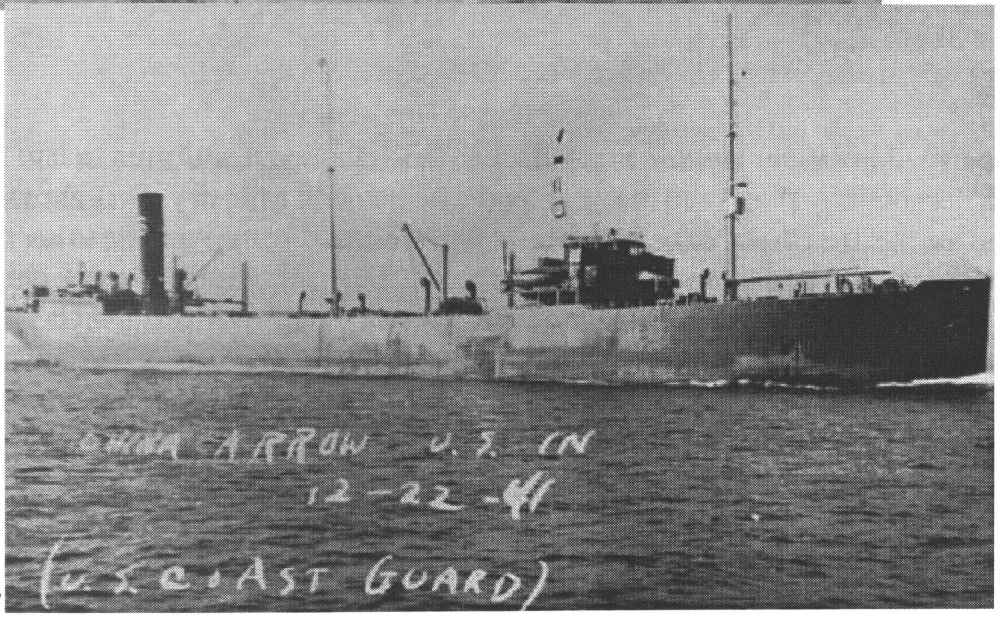
The U-boats enjoyed spectacular results early in the operation and Doenitz sent a second wave to attack America in the wake of this success. During this second phase of Operation Drumbeat, *U-103*, under the command of Kapitanlieutenant Werner Winter, sank four large vessels off the Delmarva Peninsula in just three days in February 1942.

U-103's reign of terror began with the 6,100-ton tanker *W.L. Steed*, sailing from Key West, Florida, to New York carrying 66,000 barrels of crude oil. On the night of February 2, 1942, at 7:40 p.m., the *Steed* was struck on the starboard side by two torpedoes from the *U-103* as she steamed 90 miles east of Delaware Bay. By 8:04 p.m., the nine officers and 29 crewmen of the *Steed* abandoned her in their lifeboats and the *U-103* commenced shelling the ailing vessel with its deck gun. The U-boat crew fired 83 rounds, scoring 17 hits and set the *Steed* on fire. At 9:20 p.m., a final torpedo struck the *Steed* causing her cargo to explode sending flames 500 feet into the air; the *W.L. Steed* settled by the bow, capsized and sank within 10 minutes. Of the 38 men who abandoned the ship, only five would survive their ordeal in the rough and stormy waters of the unforgiving Atlantic.

The *U-103*'s second victim was the 3,600-ton *San Gil* sailing from Honduras en route to Philadelphia with a cargo of bananas. At 6:43 a.m. on the morning of February 4, the *San Gil* was impaled on her port side by a single torpedo killing two of her crewmembers on watch in the engine room. The remaining crew abandoned ship in lifeboats and would be rescued and landed at Lewes, Delaware. At 7:23 a.m. a final blow from the



The W.L. Steed, a victim of U-103 off the Delmarva Coast



China Arrow which was sunk by U-103

U-103 hit the *San Gil* amidships and she sank within five minutes.

The following day, February 5 at 1:53 p.m., the 8,300-ton tanker *India Arrow*, laden with 88,000 barrels of diesel fuel was torpedoed by the *U-103*. The torpedo blew a hole in the *India Arrow's* starboard side near her stern. The ship caught fire and began to sink rapidly. The nine officers and 29 crewmen of the *India Arrow* immediately began to abandon ship, but only managed to successfully launch one lifeboat, as the second was pulled under by the sinking stern, drowning 18 of the 20 men in it. Winter closed to within 250 yards and began to shell the bow section with his deck gun, killing an additional two crewmembers. Only one officer and 11 crewmen survived in the remaining lifeboat, which was picked up by a fishing boat and landed safely at the Coast Guard Station in Atlantic City, New Jersey.

The last of *U-103* and Winter's victims along the Delmarva Peninsula came later that same day when the 8,400-ton tanker *China Arrow*, the sister ship to the *India Arrow*, sailed into Winter's crosshairs. Laden with 81,000 barrels of fuel oil, she was hit by two of *U-103's* torpedoes on her starboard side at 6:08 p.m. The torpedoes destroyed four of the holding tanks, setting the ship afire. The *China Arrow's* crew of 27 took to three lifeboats and abandoned ship. The *U-103* surfaced and fired her deck gun into the Arrow's waterline, sinking the vessel at approximately 7:30 p.m. The crew of the *China Arrow* was spotted by a Navy Catalina flying boat two days later and was rescued by the U.S. Coast Guard Cutter *USS Nike*.

Thus ended a devastating three days along the Delmarva Peninsula. Winter and *U-103* sank four ships, totaling 26,000 tons, with 62 Allied officers and crewmen killed. The *U-103* would go on to sink 11 more ships during this patrol, earning Winter the coveted Knights Cross. Winter would survive the war and the *U-103* would make a total of five war patrols before Allied bombs destroyed the *U-103* at harbor during an air raid on Kiel in April 1942.

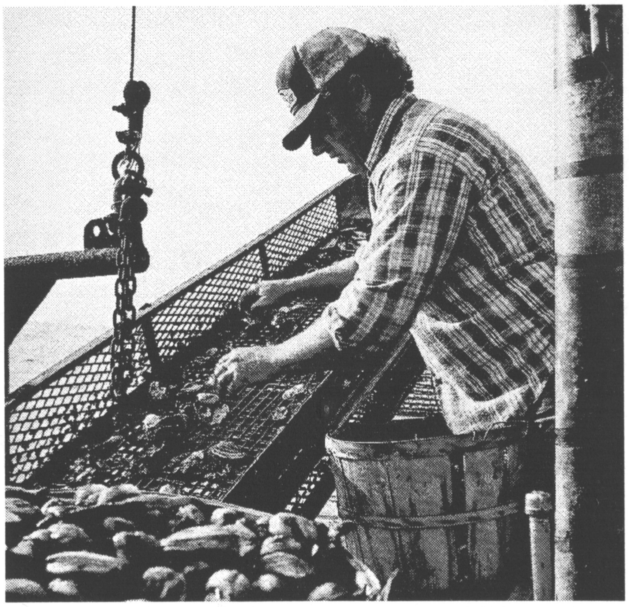
Photos supplied by J.A. Hiteshew

Tools of the Trade: Watermen of the Chesapeake Bay

By Matthew Jankiewicz

The Chesapeake Bay has been a home for watermen dating back to the beginning of human existence, long before English settlers arrived on the Delmarva shoreline. Many people, while sitting down to their fine-clothed dinner tables at high quality restaurants, enjoying the delicacies of the sea, rarely give a second thought to how their meal got there. Watermen of the Chesapeake Bay, dedicated individuals who spend their lives working the Bay for crabs, oysters and other fish, are the people who make it possible to enjoy fresh local seafood.

Methods of fishing evolved over time, beginning with the original inhabitants of the area—the Native Americans. Their insightful knowledge and mastery of fishing techniques enabled early European settlers to survive in their new environment. The Nanticoke Indians were fond of raking up large piles of fresh oysters from creek bottoms using spears and other forked wooden sticks. This method was somewhat difficult due to the heavy weight of the wood and required a significant amount of dexterity. Another method of fishing employed by the Native Americans involved setting fishing apparatus, called weirs, across river banks to catch fish swimming downstream. Once caught in the nets, the Native Americans rowed dugout canoes to tie up the nets and harvest their catch. The settlers learned these techniques from the Native Americans and incorporated them into their European style of life. During the Colonial period, oysters were picked with wooden tongs, wide at the end and tipped with iron.



Picking through the pile of harvested oysters to separate the legal ones from the refuse. From The Waterman of the Chesapeake Bay, *John Hurt Whitehead III (Tidewater 1979).*

The first Saturday in November marks the beginning of the oystering season in the Chesapeake Bay. Harvesting oysters has historically been one of the most productive industries of the Chesapeake Bay and carries on today. Oysters were first introduced to the English settlers by the local Powhatan tribes of Virginia as an alternative food source. Delighted by the abundance of this newfound discovery, the English settlers began to use oysters as their primary food source in times when other food items proved difficult to find. In its powdered form, the oyster shell was used for medical and building purposes.

A mass distribution of oysters was launched by the construction of the Baltimore and Ohio Railroad, which allowed oyster packers of Baltimore to ship to the north and west of the central city. By 1860, the railroad carried three million pounds of oysters annually. This get-rich-quick scheme began to spread throughout the region. In 1872, the town of Crisfield possessed the largest oyster trade in the state of Maryland, providing employment to over 600 sailing vessels. Chesapeake Gold, as the oyster was called, gave the foundation for local shop keepers, dry goods merchants and other business to thrive on the Eastern Shore.

By the 1800s, oystermen either dredged or tonged for oysters. Tonging required a small boat, capable of holding only one or two men. Hand tongs are long scissor-like apparatuses with metal rakes on the ends. The waterman stood on the side of the boat and opened the tongs as he reached far down to the floor of the Chesapeake. When at the bottom of the bay, he then closed the tongs, gathering oysters between the rakes. Once harvested, the oysters were then dumped onto the culling board where they were picked through and sorted. A culling hammer was then used to separate the oysters from one another. Usually, one man tonged while the other culled to increase the day's production. One of the major problems with hand tongs, however, is that they are very long and heavy, making them extremely difficult and laborious to maneuver.

Thus, the patent tong was invented. Patent tonging is a more modern approach to tonging, with larger rakes on the ends that can gather a greater amount of oysters in a shorter period of time. The patent tong is lowered and lifted by a cable, attached to a pulley. This method requires less time and energy for an individual waterman. After hours of hard work, the oysters are brought to buy boats, or dockside wholesalers, which carry the oysters to Baltimore to be distributed to restaurant owners and grocery markets along the Eastern Shore.

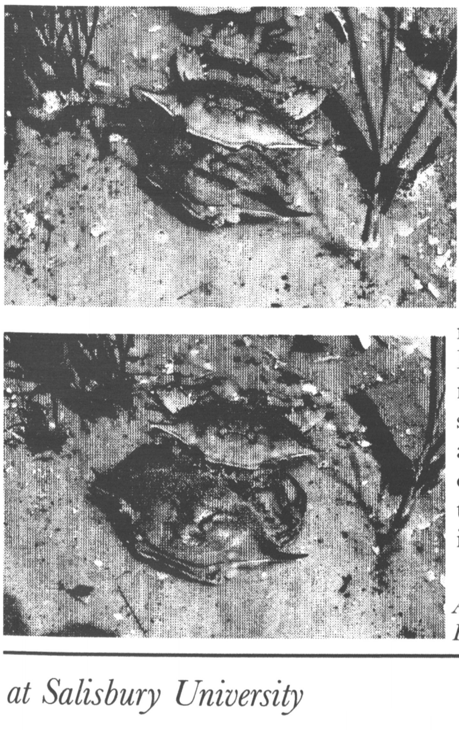
Another method of oystering engaged the use of dredges, which are scoop-like instruments pulled by rope or cable across an oyster bar. Usually half of the material that is collected from dredging is refuse (garbage such as old oyster shells, bottles, beer cans, etc.). Early on, two windlasses, placed on each side of the boat, helped lift the heavy load of oysters. Each windlass required the labor of four men to rotate the cranks. It was not until 1908 that many captains purchased gasoline-powered winders (which required only two men to operate rather than four). After heaving in a pile of oysters, it is the job of several crewmen to begin the long, tedious process of culling, picking through the trash and separating the good oysters from the refuse. Legal oysters are larger than three inches from hinge to mouth. The rest of the oysters and other trash are shoveled back into the bay. And thus the process continues: hauling, heaving, culling and shoveling. There is a 150-bushel limit per ship per day. Each bushel is equal to approximately 100 oysters depending on their cubic size and is worth between six and 10 dollars depending on the weather conditions and lack of surplus of oysters.

By mid-afternoon, the watermen call it a day and head back to the shore to exchange their day's work for money. On average, one third of the profits go toward maintenance and repairs for the dredge boat, one third goes to the captain and the remaining third is divided amongst the rest of the crew.

The conflict between dredgers and tongers has long been a part of the business, but during the 19th century, the two parties became mutual, sometimes lethal, enemies. It was not uncommon for the two groups to shoot at each other over the shallow waters of the eastern bay. This conflict led to the charter of the Oyster Navy by the Maryland General Assembly in 1868. In 1870, Captain James Clements joined the force, bringing with him the *Mary Compton*, a sturdy bay schooner. A howitzer (a type of gun that could shoot considerable distances) was installed on the bow of the *Mary Compton* to give the Navy a more sinister appearance. Their goal was to prevent skipjacks from poaching oysters from tongers' bars. In later years, the Oyster Navy evolved into the Maryland Natural Resource Police, who continue to perform daily checks among watermen to ensure they are abiding by the oystering laws.

Just as early November launches the oyster season for tongers and dredgers, April first of each year marks the beginning of crabbing season in the Chesapeake Bay. Although the season begins in April, its peak is from July to November, when the bay water becomes the warmest. Many crabbers use what is called a barcat, a small, one-man craft with flat bottoms that displaces no more than 18 inches of water. Most Maryland blue crabs are caught in crab pots, which are large wire cages with several compartments. In order to attract the crabs, crabbers place bait, usually fish or eel, in the bottom of the pot. When the crabs crawl in through the bottom for the bait, they climb upward and become trapped in the compartments of the pot.

After bringing up the pot and dumping the crabs out on the deck, crabbers begin the process of sorting out the different kinds of crabs. They must first determine whether the crab fits the legal size, which is at least five inches from one tip of the shell to the other. The male crabs, called "jimmies," are the largest hard-shell crabs and bring in the most money. "Sooks," or female crabs, are smaller and contain less meat. Many crabbers do not sell "sooks" in an effort to maintain the sustainability of the catch.



A peeler crab shedding its shell to become a soft-shell crab. For watermen, the soft-shell crabs earn more for their catch. From The Waterman of the Chesapeake Bay, *John Hurt Whitehead III (Tidewater 1979).*

After their, capture, the crabs are sorted into three categories: peelers, busters and soft-shelled crabs. A peeler is a crab that is nearly ready to shed its shell. Because crabs' shells do not fit their growing size, they must shed and grow a new, larger one. A buster is a crab that has begun to shed its old shell, but is not totally free from it yet. The soft-shell crab has shed its old shell, but the new shell has not yet formed. Soft-shell crabs sell by the dozen, rather than the bushel, and are sold for a price five times higher than the hard-shells. Peelers and busters are placed in a shedding float (also called a shanty) where they live protected lives under close observation until they become soft-shell, which earn watermen more money for their catch.

The first decade of the 21st century witnessed a major decline in the amount of blue crabs found in the Chesapeake. Not too long ago, in 1993, there was an estimated crab population of over 852 million. In recent years, the population failed to crest 500 million, and many are concerned that in 2009 there will be no growth unless new regulations are put into place. The possible new regulations could include banning the capture of all female blue crabs and a requirement for crab pots to include an extra escape hatch for the smallest juvenile crabs. Although many people are upset over the proposed changes, such changes would be the most effective measures to take in order to preserve Maryland blue.

Many people believe that to be a waterman is to live a life of adventure and excitement, filled with carefree days hovering above the glistening waters of the Chesapeake Bay. On the contrary, watermen have suffered harsh health conditions and poverty for over a century and continue to live a stressful life where nothing can be certain. The weather can be one of the cruelest elements of the business, reaching extreme colds that make oystering all but impossible. Due to the blustering cold winter months, it is not uncommon for watermen to suffer from what they called "numb hands," which is nothing more than severe frostbite that could potentially result in the amputation of digits. In an effort to prevent this tragedy, watermen may warm their rubber work gloves in the galley oven prior to culling oysters. When ice becomes too thick to dredge, many watermen are at a loss for work, usually for weeks at a time. During the 1970s, a skipjack crewman could not earn more than $5,000 during the oyster season, which averages about $100 a day. When their income threshold becomes dangerously low, they have no other choice than to collect unemployment. These depressing winter seasons are one of the causes for watermen's most popular activity: drinking.

After many unproductive days, the local bars become the meeting grounds for flocks of watermen who drink the time away, gathering around the tables and listening to each other's tales of the harsh sea. Along with drinking, singing and dancing are two other popular activities shared among the local fishermen and their families. They hold parties at local families' homes where the women can gossip amongst themselves about local town events. Among the men's conversations, eventually two subjects always seem to be brought into the discussion: oyster dredging and fishing. When was the weather going to turn around? Where is the best spot to catch a surplus of oysters? The questions are as inexhaustible as the conversation of fishing, yet, the watermen are content with their lives, the intimacy with their families and the satisfaction of providing something special for the rest of society to enjoy. Watermen truly have been a crucial part of the Chesapeake Bay workforce and their significant legacy will continue through future generations to come.

Pocomoke's Popular Shipbuilder E. James Tull

By Pete Lesher

E. James Tull

E. James Tull transformed Pocomoke City from a small timber industry town to a major shipbuilding center, becoming the leading citizen of the community, its longtime mayor and perhaps the most prolific builder of wooden ships on the Chesapeake. Although he was located far from the conveniences of an urban center, Tull adapted to changing technologies to build steamer and early gasoline-powered boats, as well as the last large sailing vessel on the Chesapeake.

Beginning in the mid-19th century, a lumber industry grew up in and around Pocomoke City, then called Newtown, taking advantage, in particular, of the nearby stands of rot-resistant cypress. By 1880, five steam sawmills in and near the town were feeding not only a lumber trade along the East Coast, but also a local shipbuilding industry that boasted three shipyards and two marine railways, which relied on the locally abundant white oak and yellow pine. The same year, the railroad built a bridge across the river at the town, initiating daily service to Philadelphia, which supplemented a steamboat connection to Baltimore. Although it had just 1,500 residents and 225 houses, Pocomoke City was growing rapidly.

In the midst of this civic and economic growth, a young E. James Tull trained as a ship carpenter at the yard of W.J.S. Clarke, a timber merchant who had expanded into shipbuilding in 1864. Tull's career choice was not uncommon in this town; by 1883, there were 54 current or former ship carpenters in Pocomoke City.

Tull was born on a farm near Westover, Maryland, in neighboring Somerset County, January 19, 1850, and moved to Pocomoke City at age 18. After six years at the W.J.S. Clarke shipyard, he had learned enough of the shipbuilding business to go into partnership with the adjacent Hall Brothers yard. By 1882, he was supervising the construction of new vessels and certifying them at the Crisfield customs house. In 1884 Tull severed his 10-year partnership with Hall Brothers and rented the shipyard of W.J.S. Clarke, becoming a sole proprietor at age 34. After Clarke died in 1893, Tull purchased the yard.

Tull's first vessels were the standard bugeyes, schooners and sloops of the day, destined for the oyster trade or freighting around the Chesapeake. Bugeyes, the quintessential oyster dredging boats of the region, were likely products for a lower Eastern Shore boat builder in this period. The oyster trade was near its peak and demand for these boats soared. Earlier bugeyes were built with logs, and others were still building log bugeyes into the 1890s, but Tull appears to have built the later, conventional plank-on-frame bugeyes, from the start.

At the 1893 Columbian Exposition in Chicago, Tull exhibited a model of his 1885 bugeye *Lillie Sterling* with the U.S. Bureau of Fisheries in the Transportation Building and won a medal for the design of a fisheries vessel. The model is now at the Smithsonian, where it is preserved along with Tull's own half-hull model for the same boat. *Lillie Sterling* was a relatively small bugeye, but typical of the type in almost every way, with a shoal draft, relatively flat bottom and trunk cabin aft. She was steered with a tiller and lacked a patent stern platform or even a duck tail around the rudder head, all typical characteristics of earlier bugeyes.

A half-hull model, as Tull made for the *Lillie Sterling*, was the design tool for Chesapeake shipbuilders. Like other builders of bugeyes, schooners and other commercial vessels, Tull had no formal training in engineering or naval architecture, a profession that was still in its infancy. Most shipbuilders of the day did their own design work by shaping a half model, typically in half-inch scale (one half inch equals one foot), and lofted the frames full size by taking dimensions from the model. Tull probably learned this practice in the Clarke yard, and he clearly followed it himself, although few of Tull's models survive today.

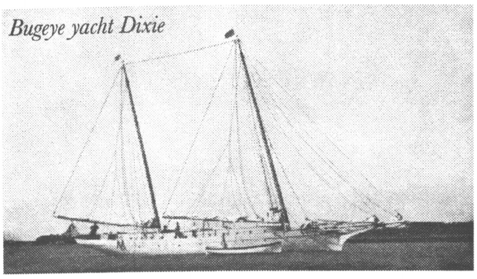
In 1880, steamers were introduced to the menhaden fishery on the Chesapeake with vessels brought from New England. Not long after, the menhaden fishermen began ordering steamers from Chesapeake shipbuilders. Generally, steamers were built in urban shipyards like the Brusstar and Woodall shipyards in Baltimore, where the steam engines and boilers could be made nearby and installed without moving them a long distance. With his rural location, Tull was a notable exception. Although there were no engine builders or boiler makers in or near Pocomoke City, in 1888 Tull constructed the fish steamer *Isaac N. Veasey* for the American Fish Guano Company. At least 17 more menhaden steamers emerged from the yard from 1897 to 1912.

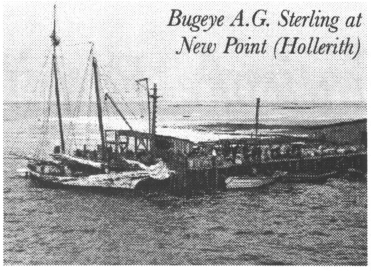
Menhaden steamers were rather substantial vessels. Before the *Isaac N. Veasey*, Tull had launched at least four schooners of between 50 and 80 tons. The *Veasey* measured 95 tons and each of his later menhaden steamers topped 100 tons, the last two exceeding 300 tons.

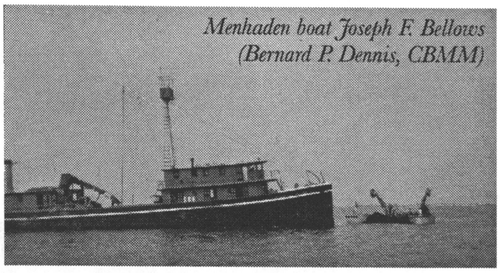
The transition from building traditional Chesapeake oystering vessels to new fish steamers was one way in which Tull responded to changing technology. Perhaps more remarkable, however, was his experimental gasoline engine boat, *Bertie E. Tull*, which he launched in 1895. Steam engines had been developing for most of the 19th century, but internal combustion engines were a much newer phenomenon. New steamboats in the 1890s were generally propeller-driven, but sidewheelers were still preferred for service in the shallow tributaries of the Chesapeake like the Pocomoke River, so Tull built *Bertie E. Tull* as a sidewheeler powered by stationary gasoline engines. He operated this boat between Baltimore and Snow Hill for a few months in 1896 and 1897, but it was apparently unsuccessful, and it was later converted to a screw propeller driven by a Globe gasoline engine.

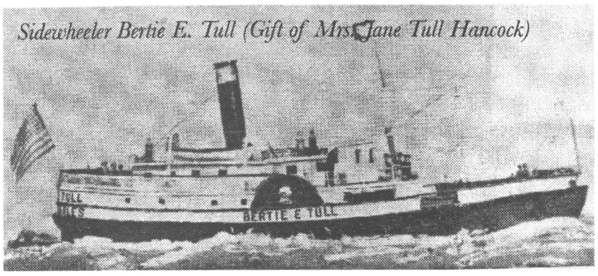
Tull's largest vessels were not steamers or power vessels, however. In the early 20th century, large schooners were in demand to carry bulk cargoes like coal, lumber and fertilizer. For cargoes that did not need to arrive on a schedule, sailing vessels with minimal crews could make the delivery for a lower freight charge without the fuel costs of a steam or gasoline powered vessel. Tull built four three-masted schooners between 1900 and 1920. His last, the slow but solidly constructed *Lillian E. Kerr*, later rerigged with four masts, remains the last large sailing vessel launched anywhere on the Chesapeake. He launched his only four-masted schooner, *Charles M. Struven*, in 1917.

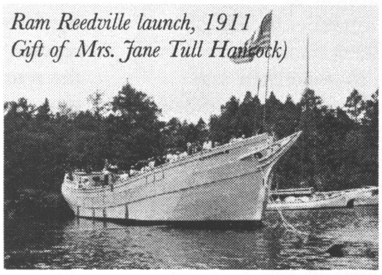
Rams, specialized schooners with narrow beam, straight wall sides and flat bottoms, designed to pass through canal locks, were a further development of the three-masted schooner, and Tull launched one example, *Reedville*, in 1911. These late schooners relied on tugs to make their way in and out of port, especially when serving rural ports along the winding rivers of the Eastern Shore. Schooner barges, which were towed, but carried a relatively small amount of sail to assist, appeared on the Chesapeake at the

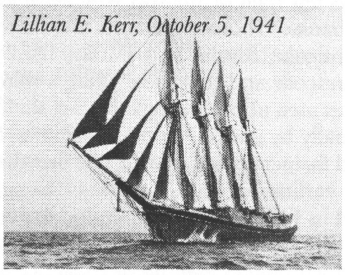

Bugeye yacht Dixie


Bugeye A.G. Sterling at New Point (Hollerith)


Menhaden boat Joseph F. Bellows (Bernard P. Dennis, CBMM)


Sidewheeler Bertie E. Tull (Gift of Mrs. Jane Tull Hancock)


Ram Reedville launch, 1911 Gift of Mrs. Jane Tull Hancock)


Lillian E. Kerr, October 5, 1941

beginning of the 19th century. Tull produced seven schooner barges between 1904 and 1918. The second of these schooner barges, the 640-ton, 182-foot *Merrimac*, was the largest vessel produced in his yard, slightly larger than the four-masted *Charles M. Struven* of 632 tons and 171 feet.

Constructing larger vessels required more labor, so by the turn of the century, Tull was the largest employer in Pocomoke City with a workforce varying from 15 to 60, depending on the contracts at hand. It took up to 10 months to construct a four-masted schooner, and Tull expanded his workforce to complete the new hull. Simultaneously, one or two smaller craft would be under construction next to the large vessel.

Rams and schooner barges were not pretty vessels—their lines were determined by the practicalities of maximizing the size of the hold, not by aesthetics or even sea-keeping qualities. But Tull was able to build a pretty boat, too. Certainly his award-winning bugeye *Lillie Sterling* caught the eye of several observers, and Tull later built several yachts, too. Perhaps his first was *Dixie*, a bugeye yacht patterned after the common commercial craft of the day, but with a longer cabin. The idea of using a bugeye as a yacht had been proposed by yachting writer C.P. Kunhardt in 1884, but *Dixie* was among the earliest bugeyes built for pleasure. *Dixie* was launched in 1897 for writer Thomas Dixon Jr., whose novel *The Clansman* inspired D.W. Griffith's film *Birth of a Nation*. Dixon praised *Dixie* in a 1905 autobiography:

> "Such a craft is the most useful boat in Virginia waters a man can build. She will go more places and do more things than any other boat of her size afloat. She is so powerfully built that she stands up straight on a sand-bar or mud-flat as comfortably as afloat and without damage. We can anchor on the feeding grounds of wild fowl where the tide leaves her high and dry twice a day, and stay as long as we like. She is a powerful sea boat when she drops her centerboard and draws 10 feet of water. ..."

Dixon had a clear idea of what he wanted in a yacht, and he chose Tull, "an efficient builder of merchant work boats," to build her because he offered a significant savings in cost: "the lowest estimate I could get on her in New York and vicinity was $11,000, without sails. ... [Tull] built her hull. Her brass and ironwork I had done in New York, and her sails were made at Crisfield. When she was finished she had cost me $3,500." In addition to the yacht for Dixon, Tull launched several other sailing and power yachts.

In addition to new construction, Tull handled repair work on the yard's horse-powered marine railway, an apparatus that was already part of the yard before Tull succeeded Clarke. Repair work, always steadier than new ship construction, was apparently a brisk business in Pocomoke City. From the time he started, there were two commercial marine railways in the town, and by 1895 there were three. In an 1898 newspaper notice that may have indicated unusually high activity, the schooners *Elizabeth Ann*, *Jeanette*, and *E.H. Taylor* were all at Tull's yard for repairs, while four smaller vessels were at Charles W. Crockett's nearby marine railway.

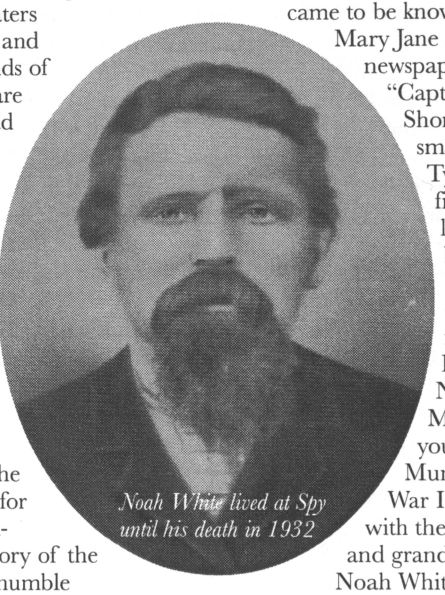
Tull's yard expanded and contracted with the economics of shipbuilding. In the 1880s, when the oyster industry was booming, Tull launched up to nine vessels in a year. Leaner times followed the depression of 1893, but business again picked up a few years later. After the turn of the century, Tull weathered the changes in demand better than many other builders by learning to build new types—fish steamers, power freighters, large schooners and schooner barges—when demand for bugeyes and smaller schooners waned. America's involvement in World War I created a sudden, but short-lived, demand for new shipping as war materiel was needed in Europe, and U-boats took their toll on merchant shipping. Tull's four schooner barges launched in 1918 were typical of the American shipbuilding industry's response to the emergency call for new hulls. The end of the war effort combined with surplus vessels to create a devastating depression in the shipbuilding industry and Tull survived by shrinking his workforce and finding contracts for smaller motor freight boats, yachts and one additional menhaden fisherman, this last one with an internal combustion engine instead of steam. Prospects for shipbuilding were not bright when Tull died in 1924, and the yard consequently closed.

Overall, Tull built a remarkable variety of vessels—bugeyes, schooners, sloops, skipjacks, fish steamers, tugs, motor freight boats, schooner barges, launches, sailing and power yachts, barges, and a ram—some 200 in all, by a claim in his own 1917 advertisement. Measured either by number of hulls or total tonnage launched, no Eastern Shore shipbuilder out produced him. This successful shipbuilder and businessman rose to become Pocomoke City's most prominent citizen. In 1901 he was elected mayor and he served, with some interruptions in service, up to his death in 1924. In addition to leading the town through the typical civic improvements of the day such as water and sanitary service, he led the reconstruction of the downtown after a devastating 1922 fire. Although owners of large shipyards were typically prominent citizens in their communities, there is probably no parallel on the Chesapeake to Tull's dual dominance in Pocomoke City's business and civic affairs.

A Nanticoke Family

By Sue Ellen Robinson

"The lore of the Nanticoke is scantier than that of any other river on the Eastern Shore," says Hulbert Footner in his book titled *Rivers of the Eastern Shore*. He goes on to say: "In the early days few men of the sort who leave legends appear to have settled on its banks." Footner recounts that three early settlements called Nanticoke, Bivalve and Tyaskin flank the eastern banks of the Nanticoke and that these villages were home to oystermen and fishermen alike. Perhaps the fact that these villages were inhabited initially by native Nanticoke tribesmen and later by simple watermen and farmers could explain the fact that little remains recorded about the earliest history. Or perhaps the structure of the Bay and its rivers and its 6,000 miles of shoreline scattered the settlements in such diverse patterns that the first settlers of the Eastern Shore riverbanks met with harsh realities of existence as did many of the Virginia colonists.



Noah White lived at Spy until his death in 1932

The earliest colonists along the eastern banks of the Chesapeake and its tributaries proved extremely unhealthy and susceptible to the breeding grounds of the swamps and stagnant waters branching from the Bay inland. Malaria, typhoid and many forms of dysentery made life on the flat lands of the Eastern Shore harsh and unrelenting. These are all facts that could explain why historians have had difficulty finding evidence of families of note along its waterways.

Migration patterns tell us that many of the notable early families settled on the western side of the Bay in the lush rolling landscapes that reminded them of their homes in England. While many of today's inhabitants of the Eastern Shore will tell you that they feel a certain detachment from Maryland's Western Shore, the reasons are complicated and varied. One of the sources of that detachment can be traced back to the earliest settlement patterns of Maryland. Typically the families who settled on the eastern side of the Bay were indentured servants for the most part bringing little wealth but their back-breaking dedication to a new life. The family history of the White family of Wetipquin is an example of the humble families that inhabited the villages along the Nanticoke. The small town of Wetipquin was home to the Henry White family in the early 19th century. Little more than a group of homes, a general store and a post office, Wetipquin has changed very little over the last three hundred years. Originally named Tipquiw by the Indians, Wetipquin's origins date back to the 17th century.

It's hard to say why families covet some possessions over others and even harder to explain why some documents endure over centuries. In the early years of my quest to trace my family history, my grandmother passed along to me original deeds of the White family property and took me on a memorable field trip to the deserted family home. The original deed for the tract of land first purchased along the Nanticoke was dated March 8, 1836. In 1836 my great-great-great grandfather Henry White purchased land along the Nanticoke River from Major Selby and Harriet his wife, Levin Mezick and Nelly his wife, and Samuel Mezick for the sum of 300 dollars. April 13, 1864, Noah White, Henry's son, purchased land which was adjacent to his father's property from Edwin and R. Nelson "out of the tract of land called Spy situated lying and being in Somerset County on the south side of the Nanticoke River between Wetipquin and Quantico Creeks and near the mouth of the former." The blending of those two parcels in later years became the White family farm known as Spy.

Research yields James White as the father of Henry White, but little else has surfaced. It is unclear as to whether James was also born in Maryland or was once an immigrant of Virginia's Eastern Shore. Henry was born in Maryland in 1805 according to census records and the family Bible and settled in Wetipquin according to the land records mentioned previously. Family information tells us that he lived the remainder of his life at Wetipquin and is buried in the family graveyard on the property alongside his wife Mariah Crosby White and his son Noah White and daughter-in-law Mary Jane Adams White.

Like the history of the area, little is known about the White family other than family lore passed down generation to generation. Henry farmed his land and fished the waters of the Nanticoke to feed his family. Noah followed in his father's footsteps but later felt the draw of the water and became captain on a state conservation boat. Included in Noah's papers was a deed to an oyster bed in the Nanticoke adjacent to his property. Noah or "Captain Noah" as he came to be known was born February 19, 1846, and married Mary Jane Adams July 4, 1867. According to a yellowed newspaper clipping found in the White family Bible: "Captain White navigated the waters of the Eastern Shore and tributaries." He was well respected in the small community of Wetipquin and District of Tyaskin as a staunch Democrat who was always first in line to cast his vote on election day. Noah's love of the water played an instrumental part in bringing him together with the love of his life Mary Jane Adams of Hoopers Island, daughter of Captain Job Adams. Noah and Mary Jane had five children: Susan Adeline, Lula Belle, Charles Henry, Bloomfield and Munsey Putnam. Two of Noah and Mary Jane's sons, Bloomfield and Munsey, returned to the family farm although as young men they lived a short time in Baltimore. Munsey served his country overseas during World War I. They are buried in the family graveyard along with their sister Lula Belle, their parents and grandparents.

Noah White lived at Spy until his death in 1932 at which time his two sons, Muncey and Bloomfield, inherited the property on the Nanticoke. After Muncey's death in 1945, Bloomfield (Bloomey as he was known to the family) lived alone until early in the 1960s. Bloomey was known in the village of Wetipquin as somewhat of a recluse. He walked into town every day to purchase perishable food since there was no electricity for refrigeration in the house. During a severe snowstorm the local storeowner worried because Bloomey had not been able to get into town for several days and called the State Police. Found half frozen and starved, Bloomey was airlifted out of Spy and taken to his niece's home in Delmar where he lived his few remaining years. That marked the end of a way of life for the White family. After over 125 years, the White family of the Nanticoke ceased to inhabit their home on the river. The family graveyard still stands, but the house burned down after Bloomey left. There is little to mark the passing of a way of life other than a few family papers and a handful of pictures, as is the case in many families.

Perhaps as Footner says there were no families of note to mark the permanent history of life on the Nanticoke. These families were just average, hard-working families trying to carve out a life for themselves and their children. Noteworthy or not, these are the type of people who settled the Nanticoke, survived the hardships and reaped the benefits of a simple life well lived.

Assateague Lighthouse: Icon of the Eastern Shore

By Myrna Cherrix

Standing proudly on the crest of a 22-foot sand dune, the highest location in the area, is Assateague Lighthouse, one of the most recognizable beacons in the country. Since 1833, a light has sent its message of warning to mariners sailing near Assateague Island's southern shores, steadily signaling a place of comfort, security and safe harbor for the traveler at sea.

Lighthouses share a history spanning thousands of years; beginning as an open flame on beaches or on rocky hillsides and evolving into our modern mechanized beacons. Lighthouses were considered so essential in early America that the First Congress of the United States on August 7, 1789, passed as its 9th Act (1 Stat. 53) and its first public works law the creation of the Lighthouse Establishment. This brought the management of the 12 Colonial lighthouses and the construction and operation of new lighthouses, under the authority of the Secretary of the Treasury.

As the country's population grew so did the job of managing and constructing lighthouses. In 1820, Stephen Pleasonton, the Fifth Auditor of the Treasury, was appointed superintendent of United States Lighthouses. Pleasonton lacked experience in knowledge of the sea, as well as an understanding of lighthouse construction, so he relied on others, particularly a retired sea captain by the name of Winslow Lewis. With Pleasonton's frugal management and Lewis' lack of engineering skills, most of the lighthouses built during their era (1820-1852) were at best inadequate. Almost from the beginning, ship captains and owners complained about the lighthouses being too short, too dim, poorly located and often out of service. Coastal commerce increased and still shipwrecks piled up on the many shoals of the United States, including those off the Delmarva coast.

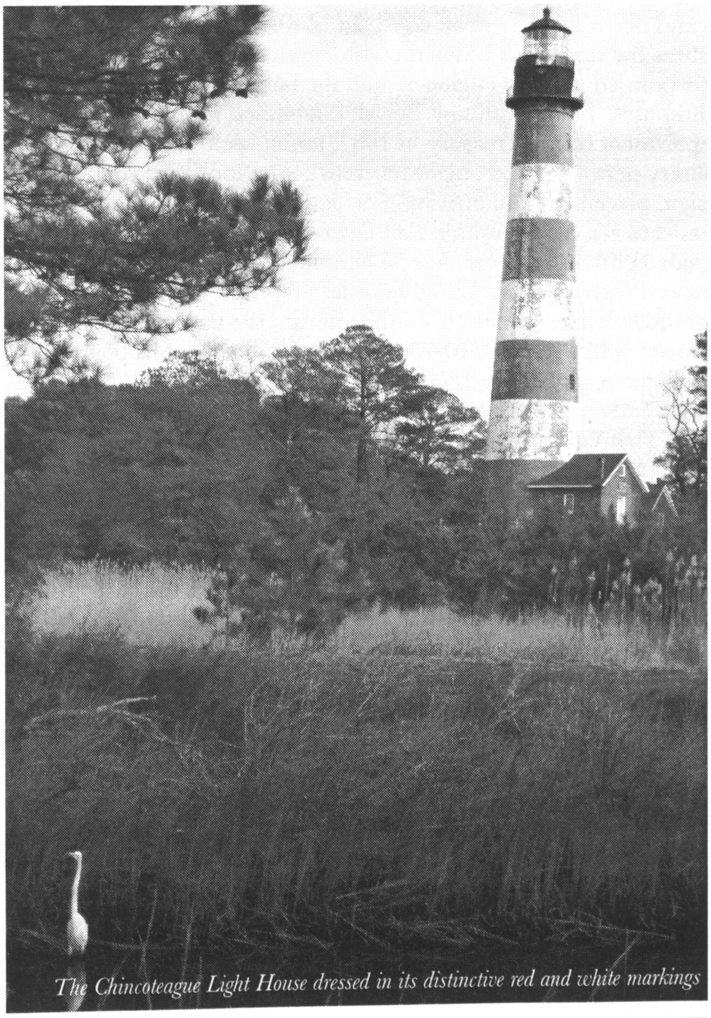
There was no lighthouse along the Delmarva shoreline between Cape Henlopen, Delaware and Cape Charles, Virginia, a distance of well over 100 miles. One was suggested in the vicinity of Chincoteague in 1820, but it was not until March 1831 that an Act of Congress appropriated $7,500 to build a lighthouse there. The site was chosen by Conway Whittle, superintendent of lights in Norfolk, and 50 acres were purchased on May 4, 1832, for a total of $440 from the heirs of John H. Winder and his wife Comfort Gore on Assateague Island's southern tip. Pleasonton awarded the contract to the low bidder, Noah Porter of Boston, Massachusetts.

Porter had constructed the 65-foot Ocracoke Lighthouse in 1823, still in use in North Carolina today. What happened at Assateague is another story. Construction of the Assateague Lighthouse began in August 1832 and was to be completed and lit by January 1833. However, this quote from a letter written January 19, 1833, by Richard C. Grant, supervisor of the building of the lighthouse to Conway Whittle, tells it differently.

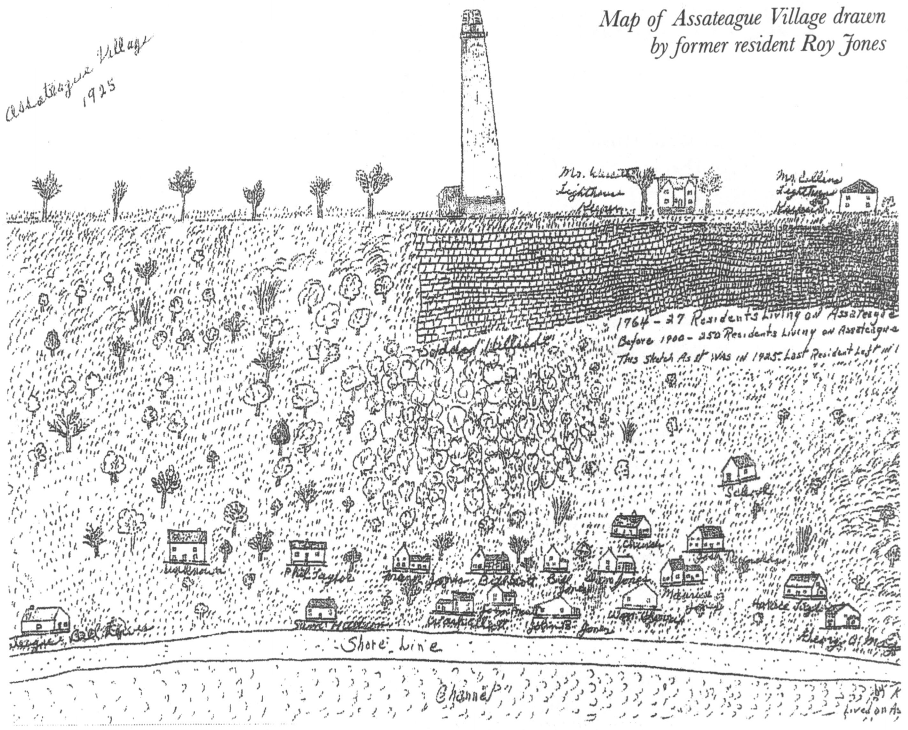
> I was in hopes this letter would inform you of the completion of the building that has lingered here so long but, alas, it is not the case. The Lighthouse's height is 39 feet from the surface of the ground and had Mr. Porter acted honest the work would have been done long (long) ago. The brick he brought from Boston which he said was sufficient to complete the building but it only run 20 feet above the surface of the ground, he intended to make a sand wall, it appears that every thing work against him, he has had to go to the main[land] four times for brick and will have to go again before he will have enough to finish with.
>
> Mr. Porter has tried to cheat and defraud in every possible manner, in measuring the building with his tape line myself at the top and he remained at the bottom and when the line was sent down to him he managed it so as to cut one foot off and then pinch one foot more off in hand in order to deceive me. I then had recourse to the 10 foot rule but on examining the length found he had cut 2 1/3 inches off also. Time would fail me to tell all of his villainy it remains a doubt with me whether or not his work will be received.
>
> I have used all the argument I am master of in order to keep him to his contract but he remains inflexible.

Why was Porter's work so different from what he had done in North Carolina?

The government advertised that that the light should be lit by May 15, 1833, but when David Watson, the first keeper, arrived in April, he wrote to Whittle to say that he did not have



The Chincoteague Light House dressed in its distinctive red and white markings


Assateague Village 1925
Lighthouse Keeper
Lighthouse Keeper
1764 - 27 Residents Living on Assateague
Before 1900 - 250 Residents Living on Assateague
This Sketch As it Was in 1925. Last Resident Left in
School
Shore Line
Channel

Map of Assateague Village drawn by former resident Roy Jones

any oil or other necessary supplies to light the beacon. The exact date it was first lit is unknown.

It was soon determined that the 45-foot-tall lighthouse was too short and too dim to adequately warn sailors of the imminent danger from the hazardous shoals stretching five to 12 miles off the shore. In addition, the range of the light was only 14 miles out to sea in good weather. The location of the lighthouse in a maritime forest, loblolly pines on private land, posed an additional visibility problem.

The shortcomings of the Chincoteague Lighthouse were shared with light stations up and down the American coast. In 1850, Congress began to address the numerous problems with lighthouses and incorporated military engineers into the building process of new lighthouses. The Lighthouse Board, established in the Department of the Treasury in 1852, found itself comprised of military personnel and engineers. This group took over the design, placement and operation of lighthouses. With this, the disastrous era of Pleasonton and Lewis ended. Inspection of the seaside lighthouses found that 36 lighthouses needed to be replaced without delay. Listed in order of priority, Assateague Lighthouse was number 16. In the interim, the lantern was replaced with a Third Order lens in 1856 to increase its power.

Eight years later in 1860, $50,000 was authorized for a First Class lighthouse at Assateague, at least 150 foot above sea level with a First Order lighting apparatus. Preliminary work on a wharf, plank road and workers' housing began in 1861. However, the onset of the Civil War diverted funds and halted construction.

When the lighthouse property was purchased in 1832, the vicinity of Chincoteague boasted a population of 510 inhabitants. The census at that time consisted of all those living in Assateague Village, Chincoteague and Wallops Islands together. Commerce in the area shifted from raising livestock and farming to harvesting seafood. The seafood industry grew in the years leading up to the Civil War, and by the outbreak of hostilities, it was the primary source of income for both Assateague and Chincoteague Island residents. Faced with the choice of seceding from the Union and losing their markets in the north or remaining with the rest of the state of Virginia, the Islands of Chincoteague and Assateague chose to stay with the Union by an overwhelming vote of 130-2. However, that made life uneasy for both Union and Confederates in the area with the Union not quite trusting locals and the Confederates angry with them.

In 1861, Confederate sympathizers stole the lamp from the lighthouse, but it was soon recovered and relit. Union troops were stationed on both Assateague and Chincoteague to provide protection for their ships and the lighthouse. Men from both islands joined the 1st Eastern Shore of Virginia (Union) Volunteers.

Peace came in 1865, and construction resumed in 1866. The new lighthouse was completed in September 1867, along with a duplex keepers' dwelling. Both structures were located on the sites of the former tower and keepers' dwelling. The 142-foot lighthouse with the First Order Fresnel Lens now required two keepers. It was first lit October 1, 1867, and the new light, with a focal plane of 154 feet above sea level, was increased to 9,000 candle power and was visible up to 19 nautical miles out to sea.

Early keepers were often political appointments. The Lighthouse Board established new regulations requiring keepers to read and write, be familiar with different weather conditions, be able to make minor repairs and to be free from the use of spirits. Experience at sea and being able to withstand inclement weather were other favorable qualifications.

Besides their duty in the watchroom monitoring the light nightly, in the morning the keepers prepared the light for the following evening. They cleaned the lens, trimmed the wicks and refueled the lamps. At night they divided their shifts, making sure the lamp remained lit, charted the weather, watched for ships at sea and monitored other aids to navigation. The keepers also raised chickens, hogs and sheep, and planted and tended a vegetable garden to provide food for their table. They cut trees from a wood lot to supply fuel for their fireplaces and did minor repairs and painting around the light station. Periodic inspections were made by district inspectors to ensure that all was in order.

Increased coastal commerce and continued shipwrecks created a need for additional aids to navigation in the region. The "Winter Quarter Lightship" was put in service in 1874 at the Maryland/Virginia boundary protecting the Winter Quarter Shoals and supplementing the Assateague Light and in 1875, a Life Saving Station was established at Tom's Cove to assist those in trouble at sea.

The Report of the Light-House Board in 1891 reported some improvements and needs.

> —a new iron door, leading from the watchroom to the gallery was hung, the fences and plank walks were renewed, a brick oil house was built, and various

> repairs were made. The assistant keepers are living at this station in two rooms each. In these rooms they perform all the ordinary acts of life, such as sleeping dressing, eating, and cooking in the winter. New quarters should be built at this station, so that the assistant keepers can live decently with their families, let alone having at least as much comfort as can be had by skilled workmen in cities. It is estimated that suitable quarters for the keeper can be erected for $4,000., and it is recommended that an appropriation of this amount be made for that purpose. The quarters now occupied by the keeper will then be available for one of the assistants.

The 14 x 18 brick oil shed was completed in 1892, and a frame barn was rebuilt. But it wasn't until 1893 that the interior of the keepers' house was gutted, remodeled and enlarged to make three, six-room apartments suitable for all three keepers' families.

When the first lighthouse was built, it was said that the workmen could hear the pounding of the surf. Over the years Assateague Island grew almost five miles because of littoral drift, a current that carries sand from the shoreline depositing it to the south and west further down the beach. This formed "the hook" on Assateague. In the early 1900s, Fishing Point Lighthouse was established at the end of "the hook." Although called a lighthouse, it was a wooden structure with its own keeper who also took care of the lighted buoys at Assateague Anchorage. The extension of the island did not interfere with the visibility of the Assateague light, but it protected the lighthouse from erosion.

The keeper at Fishing Point was added to the Assateague Light Station in 1908, and a concrete bungalow was built for him just south of the other keepers' dwelling. Now there were four keepers responsible for all the aids to navigation in and around Assateague Island.

The keepers and the residents of Assateague Village formed a single community. By 1890, the village had a school and a general store. The schoolhouse was used for church and community activities until 1919, when a separate church was built. It closed in 1921 and was floated to Chincoteague where it is now a home. People gathered from the mainland and neighboring islands for special occasions like hog killing, sheep penning, pony penning and camp meetings. Residents opened their homes and prepared meals for the crowds. Three of the keepers married "local girls," and several of the keepers' children married into families from the village.

In 1885, the Field family started buying property on Assateague in Virginia until they owned the entire island with the exception of the village, lighthouse and life saving station properties. In 1922, Samuel B. Field, a Baltimore clothing manufacturer, fenced his land, hired an overseer and started a stock farm raising cattle and horses.

On Chincoteague a causeway to the mainland opened in November 1922. At the time, the town of Chincoteague had many modern amenities including electricity, cars, movie houses, three banks, churches of different faiths and a new brick high school.

By 1923, two of the lighthouse keepers retired after serving 45 and 43 years respectively and were not replaced. People began moving. They put their houses on skids and floated them to Chincoteague. In 1933, only the Jones family and Bill Scott and his wife remained.

In anticipation of automation of the light, the lighthouse property was sold in three parcels: a 28-acre woodlot in 1923, the 1910 keeper's house and 3.88 acres in 1929, and 18 acres with the big house in 1933.

The light was automated on May 1, 1933. It was now powered by batteries that were charged every few days by two large generators. The two remaining keepers were reassigned to other lights, leaving no one at the light station.

In 1939, the U.S. Lighthouse Service was integrated into the United States Coast Guard which became responsible for the operation of all lighthouses. Alterations to the original tower included the installation of electricity and the removal of the original First Order Fresnel Lens and replacement with two 36 inch Directional Code Beacons. In 1968, the Coast Guard painted the tower with broad red over broad white strips. This is its identifying day-mark colors it wears today.

In 2004, the USCG conveyed the Assateague Lighthouse to the Chincoteague National Wildlife Refuge. As a major aid to navigation the Coast Guard retained the light and support mechanisms.

With automation, keepers no longer maintained lighthouses on a daily basis. Rusted metal that had been painted over as soon as it was noticed was allowed to bloom. Painting the tower to protect it from moisture now needed to be done by professionals. Moisture, the enemy of lighthouses, caused leaks which in turn caused rust-jacking, a process which causes metal to expand breaking brickwork, other metal or glass. The U.S. Coast Guard, stretched to its limit even before the September 11 tragedies had little time to deal with lighthouses that were becoming obsolete.

The 142-year old Assateague Lighthouse was a pioneer in design which makes it important and unique. The gallery deck, the lower of the two decks and the supporting brackets are severely corroded and unsafe. Work is now underway to completely restore the gallery. Additional work that needs to be done includes: the complete restoration of the lantern, new roofing, repair of all leaks and rusting, masonry repair, and finally a high quality coating on the brick. Once restored and returned to its former glory, annual inspections will ensure its future.

CNWR has designated the Chincoteague Natural History Association, a cooperating non-profit association, to undertake fundraising for the restoration. The estimated cost is projected to be at least 1.5 million dollars. Funds are being raised by CNHA through memberships, donations and grants. While work has begun, funding is still a long way from its goal. For further information or to make a donation, contact: CNHA, P.O. Box 917, Chincoteague Island, VA 23336.

Myrna Cherrix is the Assateague Lighthouse historian and Chincoteague Natural History Association president.

Folklore of the Chesapeake: Watermen's Tales

By Aaron Lumpkins

The folktales and superstitions that emerge from a particular folk group can reveal much about how they structure their worldview. The watermen, like all other cultural subgroups, have a unique folklore which is largely tied to their experience working the waters of the Chesapeake Bay. Their superstitions not only reveal a reverence for the supernatural but originate from a logical progression of thought. Folktales serve to reinforce cultural lessons. They also reveal the anxieties of the group when confronted by external agents of change. In many cases, folktales from watermen serve primarily to entertain, but regardless of their function they comprise an oral tradition which chronicle their experience.

Most of us are familiar with the expression "red sky at night sailors delight, red sky at morn sailors be warned"; however, many superstitions among watermen originate from a practical logic. It is considered bad luck to paint a boat blue. While some believe that the similarity of the color with that of water entices the Bay to swallow the boat. Others attribute it to a more practical origin. One of the accounts collected in Cambridge, Maryland, tells of an unfortunate sailor caught navigating a boat with a blue hull:

> There once was a sailor who was caught out in a storm just in rough waters, but not quite near enough to reach the safety of the harbor. It seems they could hear him, but could not see him on the waterline, due to the disadvantage of trying to see the blue hull. The poor fellow was drowned, and others now remember his plight. (Robin Kirwin, Cambridge, 1972)

Another account of the superstition likens a blue boat to a blue infant. A child that is born blue in color will never take its first breath of life, and in turn a blue boat would never make her maiden voyage. The most unique explanation of the superstition was collected in the early 1970s from a waterman living on Elliott's Island:

> There once was a sailor who was so enchanted by a woman's blue eyes while out sailing that he let himself be washed aground and perished in a slow horrible death. The woman was never found, probably she was the devil in disguise. That's why it's bad to paint a boat blue, a women is bad luck on a boat, makes a man lose his "water sense." (Sherwood Moore, Elliott's Island, 1972)

The overt religious tenor of this superstition suggests that since most boats have women's names, the lady a watermen should be faithful to while at work is his vessel. This particular tradition combines the fear of painting a boat blue with the superstition banning women from boarding work boats. One account explains that in addition to blue, it is also bad luck to paint a boat green from the fear that it will cause it to rot and fall apart. Black walnuts and black suitcases on board boats are also seen as provoking fate since coffins are made of walnut wood and suitcases share a similar design. While the origins of a superstition can vary from one locality to the next, some traditions appear uniformly regardless of where they are collected. In most European traditions the crow is seen as a bad omen; that sentiment has given rise to the superstition that it's bad luck for a solitary crow to fly across the bow of a boat.

Examining the different origins of superstitions reveals the varying ways that watermen orient their worldview. Folktales that seek to convey a cultural lesson can be just as revealing. The story of "Aunt Caroline and the Ice Jam" is one that most Smith Islanders hear as children, and the lesson conveyed emphasizes the power of prayer. Such a cultural lesson is in keeping with the conservative brand of Methodism preached on the island.

Aunt Caroline and the Ice Jam

> Aunt Caroline, called a saint, cause one time, when the men were caught out in the Chesapeake Bay in an ice jam, and a storm was coming up. The people on the island saw them but couldn't do anything about it because they only had sailboats. Aunt Caroline got on her knees and prayed to the Lord God to spare the men out there, and the ice opened up into the head of the creek and the boats came right in. And that's a fact. (Elsie Brimer, Smith Island, 1972)

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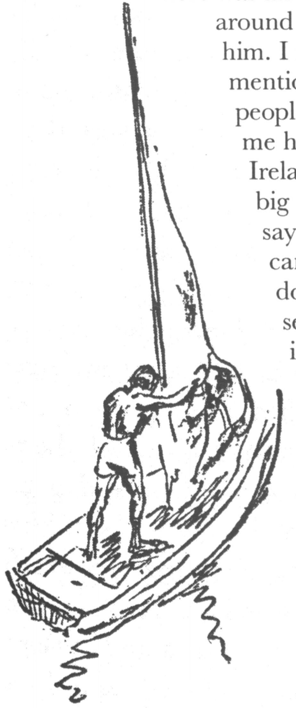
The imagery of Caroline parting the ice is strikingly similar to that of Moses parting the Red Sea, and this parallel would not be lost on the staunchly religious community; the promotion of this tale as fact further legitimizes their faith. Aunt Caroline is described as being one half Native American and it is that ethnic composition which is believed to be the source of her powers. A similar sentiment is expressed in the folktale "Meniah," whereby the ghost of an Indian woman delivers a boat of beleaguered watermen to safety. In both tales women are depicted as heroically saving imperiled sailors.

Meniah

> In Somerset County and all the general area there is an Indian maiden that comes to help those who are in trouble. Her name is Meniah. Now this is a beautiful legend. I don't know how she got started, but whenever you are in deep trouble in that county, this Indian maiden comes to help. Many times the old sailors will have said that there was an unusual woman at the wheel, you know, when they thought that they didn't know which way to go and they were guided, she took the steering wheel, and they could feel it moving in the right direction and she would bring them into port. (Thomas Flowers, Hooper's Island, 1972)

Folktales have the capacity to articulate social anxieties that arise from the emergence of a new technology; such anxieties are most acute when the technology is viewed as threatening a traditional way of life. The first steamships on the Chesapeake were able to ply new routes that traditional vessels still bound by the laws of sail power were unable to traverse. Steamships were seen on the Chesapeake as early as 1813, and their ability to sail against the tide and wind was a revolution in the navigation of the Bay. However, this is not to say that such innovation was automatically accepted as an advancement by all who labored on the water. The oral tradition titled "Irish Jack" illustrates more than a mere anxiety, but an outright animosity toward the steamship as it threatened the survival of traditional sailing vessels. This story is set in the days prior to President Cleveland's second inauguration held March 4, 1893. By this time steamships had become a common sight in the Chesapeake; however, this date could be a product of a later corruption of an earlier tale. Regardless of any attempts to place the story at a particular moment in history, the anxiety expressed over the threat to the sailboat's time-honored dominance is explicitly articulated.

Irish Jack



> There was an old sailor years ago who drifted around here and Irish Jack they called him. I never heard his last name mentioned. I heard some gullible people around here say yes; he told me himself that he came over from Ireland on a log. The people had a big argument over it and they would say Irish Jack knows and no one can do anything better than he does. I think it was Cleveland's second term. He was to be inaugurated in Washington there. They ran excursions, steamboat excursions from Crisfield here to go up to Washington for the inauguration. The steamer was loaded and going along. Bout halfway across the bay, here was Irish Jack in a little 16-17 foot skipjack sail boat. And he was going across sweating. Seemed to be happy and all. The steamer, since the skipjack was so much a small vessel, ran up along side. People asked him, "Don't you want a tow or come aboard?" Irish Jack said, "I'm going to Washington to see the inauguration." Irish Jack started the night before. He said, "It would be no honor to go there on a steamer. I want my honor so I will go in this little skipjack." So they couldn't convince him to board the steamer and they went along. (Anonymous Fig Farmer, Crisfield, 1971)

In order to extract the full meaning implicit in any folktale it is important to first break it down into its various components. The most immediate theme revealed in the story is an aversion to industrialization, which is demonstrated through Jack's refusal to board the steamer. He stands resolute in his little skipjack and defiantly refuses all offers of assistance from those on the modern steamship. The fact that his name comprises a portion of the word skipjack is no accident and undoubtedly establishes the bond between him and his vessel. Nostalgically he clings to the traditional vessel of the Chesapeake; while the imposing steamer presents an ominous depiction of an onrushing future that threatens the monopoly once held by sailboats and by extension a way of life.

Irish Jack's enigmatic origins at first would suggest that he is not to be taken as symbolic of the lower Eastern Shore and should be dismissed as a "come-here." Yet the mystery of his origin should not be interpreted as obstructive to the central theme. This tradition demonstrates an attachment to a waning cultural icon which stands defiantly at odds with the rapidly increasing pace of a wider world. If an outsider like Irish Jack can grasp the value of maintaining the old ways then those ideas must possess an inherent value.

Jack's pride and sense of personal honor are tied to his ability to sail the tiny skipjack over the Bay to the presidential inauguration. The character's notion of manhood is contrived in a very gallant sense from having the nerve to test himself in a small and exposed craft against the elements of the Chesapeake. By willingly taking the more arduous journey to arrive at the same destination as those aboard the steamer, Irish Jack reaffirms his reverence for the ceremony. It is a reverence that he extends beyond the sanctity of a presidential inauguration to a respect for the traditions of the Eastern Shore and a determination to maintain them in the face of an encroaching outside world.

However the story can be read from the opposite perspective where Jack is a fool instead of the embodiment of a masculine paradigm of bravado. This tradition certainly lends itself to such an interpretation, when we consider that Irish Jack purportedly told locals he rode a log from Ireland to the Eastern Shore. The mental image conjured if we allow ourselves to be placed on the steamship that intercepts Jack is revealing. Looking down from the steamer to find this little skipjack being piloted by an oafish man drenched in sweat, who had set out the night before and was still quickly overtaken is a humorous scenario, especially considering his stubborn refusal of assistance. Yet the last few lines reveal the nature in how this dichotomy is to be settled: "It would be no honor to go there on a steamer. I want my honor so I will go in this little skipjack." The question presented to the audience is whether or not one subscribes to the type of honor represented by the character Irish Jack. The answer to which would seemingly place those confronted with the tale either aboard the steamship, or in the skipjack. This oral tradition has a dual purpose, in that it expresses an anxiety toward industrialization and seeks to ascertain the sympathies of the audience.

While the purpose of some folktales is to convey important cultural values, others are purely meant to entertain. This is not to suggest that those tales cannot convey an implicit sentiment held within a folk group. The following folk tale depicts a group of Smith Island families taking a trip to Baltimore. The story chronicled, while entertaining, also asserts the intimate connection that watermen feel toward the Chesapeake Bay.

The Legend of Captain John Marsh

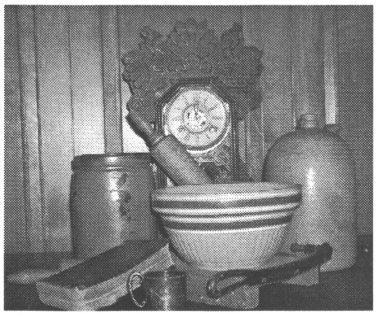
> Way back there several families would get together and take a big boat and go to Baltimore to have a little fun. They would take along everything they needed to eat even the chicken coop. While crossing the bay Captain John Marsh told the others he could tell where they were and how deep the water was by the smell of the bottom. The other men got tired of this bragging and bet him he couldn't. So he went down in the cabin so he couldn't see where they were. The first sounding they gave him he said they were in thirty feet of water, he was right every time. The men didn't like him being so smart so they decided to try and fool him. One of the men took the lead on the sounding line and put it on the bottom of the chicken coop and passed it down to Captain John, who said "if I didn't know we were in forty five feet of water off Bloody Point I'd swear we were right home in the chicken yard." (Alex Kellam, Smith Island, 1971)

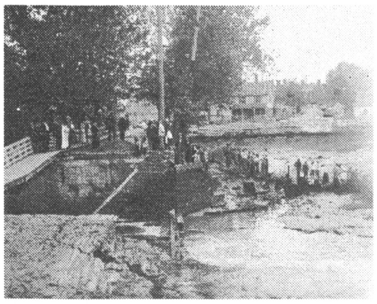
The trickster motif contained in "The Legend of Captain John Marsh" is found in numerous folktales from around the world; however, the story finds a resonance within the community that goes beyond mere humor. It suggests that watermen have an innate knowledge of the Chesapeake acquired from years spent plying their trade on its waters. Such knowledge qualifies them to be the stewards of the Bay, and it is that sentiment which is most clearly conveyed in the tale of Captain Marsh. That legitimizing sentiment has imbued the tale with a vitality which has assured its survival to the present.

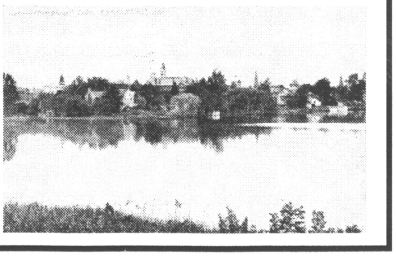
The study of folktales and superstitions has the ability to take us beyond the information presented by stale figures in census reports. These stories are usually dismissed as hearsay or "old wives' tales," and it is that inherent feature which allows them to be so revealing. A storyteller, who presents an account as folklore, is placing a degree of distance between himself and the ideas contained in the story. It allows for a disclaimer to be added to a tale from the beginning, whereby the person can tell a folk-legend without subscribing to its authenticity or the cultural value contained within. To most it is merely a story and little more, yet the longevity of these traditions suggests that they have the power to take on a life of their own. The resilience of these legends indicates that they connect with something central to the beliefs of the folk-group from which they originate. In my exploration of watermen's folklore I sought to use the earliest accounts available in order to find traditions that emerge during a period in time when the Eastern Shore was fairly insular. The tales of "Irish Jack" and "Captain John Marsh" clearly originate from a time before depth finders and the building of the Chesapeake Bay Bridge. Yet theses stories still survive and have the capacity to give clear insight into the world of the watermen.

Taste of Salisbury: Voice of the Artifact Exhibit July 26, 2009

The Nabb Center staff is currently working on an exhibit for the Ward Museum's annual Taste of Salisbury Celebration, which will be held Sunday, July 26, from noon-3 p.m. The event is an annual gathering of local restaurants at the Museum to celebrate the many unique and flavorful cuisines the city's businesses have to offer. This year, the history of Salisbury will be celebrated through an exhibit created by the Nabb Center which will be a continuation of their ongoing "Voice of the Artifact" series. At over 1400 square feet of display space, the exhibit at the Ward Museum is larger than anything the Nabb Center has previously created. The staff is excited and eager to take advantage of this opportunity to share many of the valuable treasures housed in the Nabb Center's Archive. We invite all our members to come out and celebrate both the delicacies the city of Salisbury has to offer and the rich heritage of its history. For more information on the event please call either the Nabb Center at 410-543-6312 or the Ward Museum at 410-742-4988.

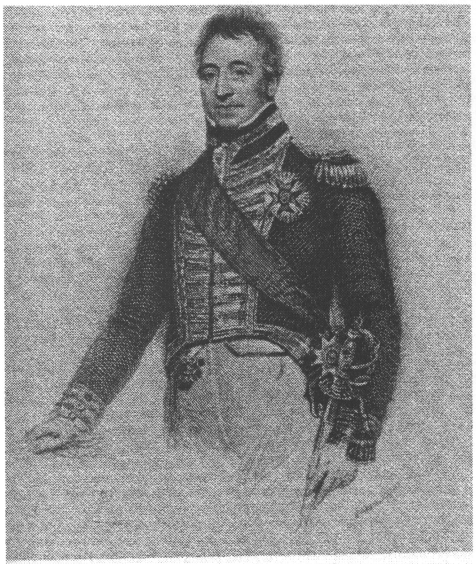






Fear and Terror: The Chesapeake Campaign of 1813

By Sean Wenstrup

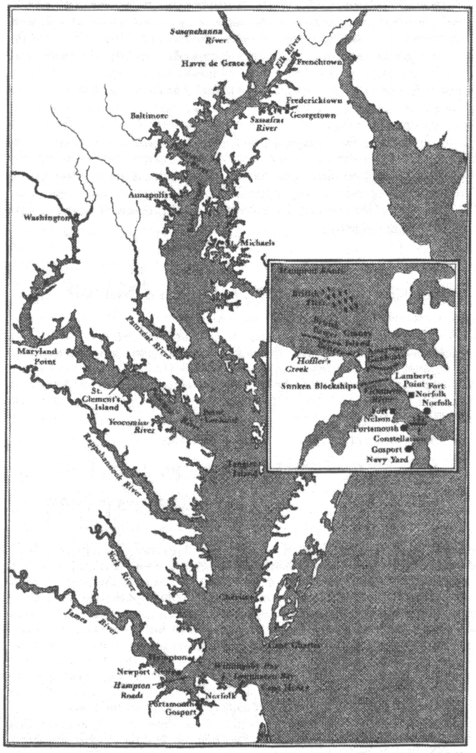


Rear Admiral George Cockburn, R.N.

For the majority of Marylanders, the conflict between the United States and the British Crown from 1812-14 is something worth remembering for the local pride found in the valiant defense of Baltimore in the summer of 1814 and the anthem which it spawned. However, darker memories of atrocities and terror inflicted upon the coastal towns and villages of the Chesapeake Bay remain from the war. The focal point for those painful memories occurred a year before the historic days in Baltimore and center around the actions of one man, Rear Admiral George Cockburn. The campaign he perpetrated echoed across the region and implanted a single thought in the peoples' minds—fear. Eventually, that fear would vanish from the collective memory of the war overshadowed by the events of 1814, but to those living during the period it was quite real.

When the War of 1812 began, each side held specific goals; the Americans wanted Canada, while the British sought to slow the growth of the young republic. At that time, Britain's protracted war with France consumed the majority of the empire's attention. For that reason, the crown reacted slowly to the American declaration of war, which enabled the U.S. forces to seize upon their inaction by attacking Canada, repeatedly. Wary of the abilities of their military units in Canada to continue repulsing the attacks, the British decided the best course of action would be to open a second front and draw the attention of the Americans elsewhere. The lack of defenses and geographical proximity to the national capital made the Chesapeake Bay a tempting and logical target.

Early in 1813, Rear Admiral Cockburn arrived in the Chesapeake with a large body of ships and men with three primary objectives. First, to see if the Royal Navy could capture Norfolk with its port and naval base; second, to reconnoiter and, if possible, apply sufficient pressure in the area to divert American troops away from British Canada; and third, to maintain the blockade and thereby render any warship of the United States useless. A secondary objective given to the expedition was to prevent more privateers from escaping the Bay and to punish the local people for their support of those marauders. Admiral Cockburn informed his superior, Admiral Sir John B. Warren, that he believed the entire Bay to be vulnerable to harassment, forage and destruction. Norfolk, however, was beyond his immediate ability to capture, though he did attempt to deal with the U.S. Frigate *Constellation* blockaded at that station. He was unsuccessful in his initial attempts and realized that any attack directed against the *Constellation* would have to involve an operation to take the whole of Norfolk. That operation would have to wait until reinforcements arrived several months later.

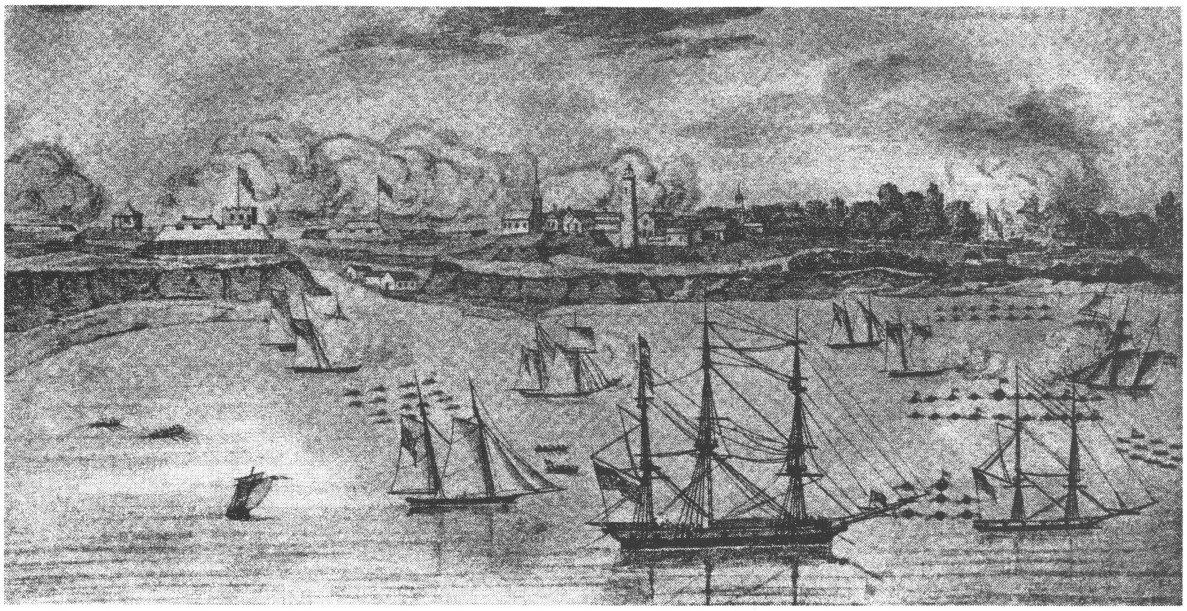

Susquehanna River
Havre de Grace
Elk River
Frenchtown
Fredericktown
Georgetown
Sassafras River
Baltimore
Annapolis
Washington
St. Michaels
Patuxent River
Maryland Point
St. Clement's Island
Yeocomico River
Rappahannock River
Point Lookout
Tangier Island
York River
James River
Cherrystone
Cape Charles
Hampton
Newport News
Hampton Roads
Willoughby Bay
Lynnhaven Bay
Cape Henry
Norfolk
Portsmouth
Gosport
Hampton Roads
British Fleet
Craney Island
Hoffler's Creek
American Gunboats
Sunken Blockships
Lamberts Point
Fort Norfolk
Norfolk
Fort Nelson
Portsmouth
Constellation
Gosport Navy Yard

Map 2. Chesapeake Bay Theater

To the American commanders at Norfolk, the value of the port they controlled dictated that eventual attack on the installation would inevitably come. To this end, they prepared their defenses, even with Secretary of the Navy Jones remaining clouded with doubt as to the true motives of the British fleet. The attack the commanders expected would not come for several months, and only added to the doubts of the secretary.

In the meantime, Admiral Cockburn left several of his ships in Hampton Roads to deter the escape of the *Constellation* while he sailed north with the recently arrived commander of the Atlantic Station, Admiral Warren. The two men sought to apply pressure to the region, through harassment and raiding of the merchant vessels and coastal towns scattered throughout the Bay. Admiral Warren's squadron took responsibility for the area south of Annapolis and Admiral Cockburn to the north.

In April, Admiral Cockburn anchored off Swan Point, where he harassed ships entering and leaving the Patapsco River. He captured several merchantmen and turned back almost as many before heading north to Turkey Point to replenish his stores of fresh water. By the end of the month, the fleet was at the northern reaches of the Bay. The incoming cannon fire from Havre de Grace alerted Admiral Cockburn to the town's importance, he took great satisfaction in attacking and burning the buildings in the beleaguered locality. The cannon foundry, located across the Susquehanna River in Frenchtown, suffered a similar fate when the British learned of its location from the terrified citizens of Havre de Grace. The foundry in Frenchtown produced some of the best cannons in the U.S., and with its destruction, the British hoped to limit the war capabilities of America. It should be noted this type of warfare was contrary to established military doctrine and a violation of the rules of civilized warfare. It was not until 100 years later that the



concept of 'Total War' became an accepted practice within the international community.

A few weeks later, the fleet was sailing south again and Admiral Cockburn decided to investigate the Sassafras, the last river in the region. The major town along the Sassafras River was Fredericktown. As Cockburn sailed up the river, he sent a message informing the residents there that resistance would result in a similar fate as befell Havre de Grace and Frenchtown. The local militia did not heed the warning and attacked with sporadic fire from the hills on either side of the river. When the British troops landed in Fredericktown, they burned all the abandoned houses and seized all of the boats of the town. Justification for arson was simple, empty houses meant that the owners were either part of or supporting the local militia. On the way back down the river, another town caught the Admiral's eye and he again sent the same surrender message. This time the town did not resist; the British landed, took what they wanted and left peaceably. Clearly, the reputation of Admiral Cockburn was beginning to precede him; perhaps this would aid him in his next goal: Norfolk.

May brought the end of the British raiding parties in the northern Chesapeake. The arrival of all the requested reinforcements allowed Admiral Warren to prepare for the Norfolk assault. During the previous few months, the Americans had prepared for the defense of the town. The key point of the defensive line was Craney Island, located at the mouth of the Elizabeth River. British troops attempted a landing on the morning of June 22 and were met by a stern fire from several of the gun batteries. The cannon fire repulsed the British attack and forced a withdrawal after inflicting heavy losses. When the assault on Craney Island failed, the British responded with an immediate assault on Hampton. This time Admiral Cockburn personally led the attack as he had done so many times in the northern portion of the Bay. The attack was successful and the town capitulated. Numerous accusations of atrocities committed by the British under Cockburn's command followed the raid. Though the British disputed these accusations, such actions, coupled with the burnings in the north, clearly lingered in the minds of the people of the Chesapeake for the remainder of Cockburn's stay in the Bay.

The failure at Norfolk limited the operational ability of the British Fleet and forced it to sail north again, inflicting more suffering and anguish on the local inhabitants. Though the fear of the British remained, many of the local militia units devised ways of countering the tactics of the Royal Navy. What resulted was an unsettled stalemate that lasted until the end of the year when both Admiral Warren and Cockburn left the Bay to plan the following spring's campaigning season.

With Admiral Cockburn's departure and the approach of winter, the Chesapeake people's alarm would subside for a few months. Next spring, Admiral Cockburn returned and helped orchestrate both the low and high points of the war in the Chesapeake, with the burning of Washington and the successful defense of Baltimore. Even though the monumental events that followed the 1813 campaign have overshadowed most of the modern perspective of the War of 1812, they were no more important to the contemporary people of the Chesapeake than the fear and terror Cockburn instilled in the region. The burnings of Havre de Grace, Frenchtown and Fredericktown were no less significant to the local residents of the region than the fiery destruction of Washington was to an imperiled nation. Nor was the successful defense of Norfolk less important to the war effort than the unsuccessful siege of Baltimore. Wars, like all human endeavors, have many facets and none of the events in war has a greater personal value than those people experience first hand. Nations, however, prioritize the events of war based on the consensus and popularity among future generations. In the Chesapeake, the national feeling subverted the local memory of Cockburn's 1813 campaign through the popularity of the poem, turned song, describing the 1814 attack on Baltimore. The subsequent creation of local stories describing the burnings and raids of the previous year never materialized nationally, forever subverting the terror of the Chesapeake to the triumph of Fort McHenry. Those memories would continue to have a local resonance in the same way the "Star Spangled Banner" had a national resonance perpetuating the history of those events through time.

A Biographical Sketch of George Lane

By Julie Garvilla

Julie Garvilla

Life in the 1600s and early 1700s was a trying time for new colonists in Maryland, but even this difficult period held out the possibility of comfort and a prospering life for some settlers. Like its neighboring colony Virginia, settlers in Maryland raised tobacco and imported as many indentured servants as possible. George Lane was one among many who came to America as an indentured servant. An examination of Colonial records revealed that George Lane achieved a level of material comfort and social fulfillment that was, if not typical of early settlers, common enough to sustain the endeavor of early Colonial life on Maryland's Eastern Shore.

George Lane was a farmer in Somerset County, Maryland. According to Colonial records, this wealthy provider lived a full busy life; he was active in his community, devout, well liked and dedicated to his beloved family. He lived in Somerset County for 41 years before he died in 1703. After his death, a record containing a list of everything owned at the time of his passing leads one to infer that George Lane was well off. He owned many farm animals that were worth a considerable sum by the time he passed away. He owned three horses, about 24 cows, 10 sheep, 15 shoates (young pigs), two sows and a boar. He possessed a great deal of fabric materials one can assume were used to make clothing for his large family. Colonial documents refer to early houses of settlers to have been often no larger than 16 by 20 feet, with one or two rooms, making it surprising that Lane could provide for such a large family. There were four beds, a lot of blankets, sheets, pillows and five chairs. Lane owned four large chests, two tables, a wash tub and six bowls. Along with many other items, he owned a Bible, which was unique, because he could not read, but he was religious.

Lane was the owner of many chairs and beds because at one point or another many people lived in his household. George Lane married Dennis Fountaine October 22, 1678. They were married by George Johnson, a Lordship and Justice of the Peace for Somerset County. Dennis Fountaine, the daughter of Nicholas Fountaine, was born February 3, 1663, making her 15 years old when she married Lane. They had a very large family, consisting of nine children. They had seven daughters, four of which were young when he passed away. Sarah Lane, his oldest, was born April 13, 1680, making her 23 when her father died. Elizabeth, born March 6, 1682, was 21. Katherine, November 8,1688, was 15 years old. Dennis, born March 9, 1690, was 13 years old. Hannah was born March 7, 1694, and was nine years old when her father died. No record could be found of the dates their last two children, Naomy and Mary, were born. There is also no record of when George Lane's two sons were born. George and Ephraim Lane were their names and they were under the age of 16 when their father died. This can be proven by George Lane's will which affirms that the two sons could be free and independent when they reached the age of 16 years, so they must have been born sometime after 1687.

Early death was common during this time which produced unusual households consisting of step-parents and children from different marriages living under the same roof. Widowed women had temporary control over their family property. It was found in a judicial document that George Lane and a widowed woman named Anne Trahearne had a prior arrangement that if anything happened to her, Lane would care for her children. When she passed away a document was written having a record of their agreement. December 11, 1695, the court decided that George Lane was to care for John and James Trahearne for the good of the orphans as discussed in the earlier arrangement with the widow. John would have been about 13 years old and James was around five years old when they lost their mother. The document said Lane was to care for them and when they turned 18 he was to give them each a cow and a calf. With the new additions to the family, this makes 11 children for George and Dennis Lane. However, their two eldest daughters were married and out of the Lane household. In the will, Lane writes Sarah Pille and Elizabeth Powell as their married names.

Many colonists during this time period did not attain the luxury of literacy. Because many could not write their names, official documents were signed with a mark signifying the person's signature. Evidence of Lane's literacy was conflicting. An interesting aspect of the previous document about Lane caring for the two young Trahearne boys reported Lane was to teach them to read and write. On two documents, Lane sealed with his mark, not a signature. The first document was the inventory of the goods and chattels of Edmund Beauchamp. Lane appraised the inventory February 3, 1691, but instead of a signature, he had only written his mark. Another document that was interesting was an appraisal Lane did on the inventory of Richard Davis. Again, Lane sealed the document with his mark, not a signature. This file was written April 10, 1697, six years before Lane's death. What is intriguing about this document is that it was written two years after Lane was chosen to care for Anne Trahearne's children, where he was told to teach them to read and write. This is impossible, however, because there are so many documents that prove that he could not read or write himself. His will was the only document that had George Lane's signature on it. His signature on his will however contradicts other evidence which suggests George Lane was illiterate.

George Lane's illiteracy can be traced back to his arrival to Somerset County. Lane was transported to Somerset County by Phillip Berrie in 1662. Berrie had a warrant for 400 acres of land for which he entered rights himself and for his wife Olive. George Lane was brought in with Margaret Ivory, Mary Ivory and Elizabeth Berrie. Since his last name does not match with any of the others, it can be assumed that he came in as an indentured servant. Due to labor needs, indentured servitude was very common for young able males. A few notable things about Phillip Berrie are worth discussing. Berrie moved to Somerset County from Virginia and in a Virginia Record Book, it was written that Berrie was selling cows to John Tilney and he sealed the document with his mark, not a signature. Since George Lane was young when he came to Somerset with Berrie, it can be assumed that Berrie could not read either and did not teach Lane to read and write as a child. Another feature worth mentioning is that Phillip Berrie's land was very near to Nicholas Fountaine's land. This could possibly be how George Lane met Dennis Fountaine and later acquired part of Nicholas's land that bordered Berrie's.

Lane owned two portions of land in Somerset County. How he attained this land is interesting. Nicholas Fountaine and his wife Grace gave 80 acres, called Double Purchase, and 20 acres, called Newfound Land, to their daughter and her husband George Lane. Nicholas Fountaine had a patent for this land by Lord Baltimore. These 80 acres of land were part of 100 acres granted to him October 6, 1680. Double Purchase was located on the east side of the Chesapeake Bay on the south side of a creek off the Manokin River called Back Creek. The land is divided with Phillip Berrie, as afore mentioned as the man who transported Lane to Somerset County in 1662. The extra 20 acres of land that was part of the Fountaine's 100 acres granted to him under the Conditions of Plantation was called Newfound Land. Located on the east side of the Chesapeake Bay on the south side of the Manokin River this land contains woods and marshes and is adjacent to Fishing Island. Surveyed October 30, 1683, Nicholas Fountaine and his wife Grace "for the good will and natural affection they bear as also for and in consideration of five shillings sterling money paid in hand by George Lane and Dennis." The Fountaine's accepted the payment and gave them the 80 acres of Double Purchase and the 20 acres of Newfound Land bounded together with all rights, profits and privileges. This land included fishing places, woods, timber, houses, fences, chairs and gardens. The Fountaine's willingly gave their daughter and her husband George Lane a firm and indefeasible estate of inheritance. They wanted the new family to live peacefully and quietly without any molestation or disturbance. The other piece of land George and Dennis Lane owned was 20 acres on the east side of the Chesapeake Bay on the south side of the Manokin River near Sanpear Point called Fishing Island. This land was originally surveyed for John Coulstone October 6, 1681, but he signed the right of survey over to Lane who then owned it as a patent.

Fishing Island was only about five or six miles from the town courthouse, which helps explain why George Lane attended many jury sessions. At this time period, court was also a social event. It brought people together during the planter growing seasons of March, June, August and November. This was when most people had time to slip away from their farms and congregate at the courthouse. Lane was present at the case of Thomas Davis and Robert Hopkins. He also attended the case of John Colehoune and Joseph Eaves. November 30, 1688, Lane sat as a juror with Lewes Knight, which brings up the next document. Lewes Knight of Accomack County in Virginia, owned land in Somerset County called French Garden by the Back Creek of the Manokin River near where Lane lived. Knight moved to Virginia and acquired land that his beloved and trustworthy friend George Lane care for the land he still owned in Somerset. The document states that if a matter over the land should arise, Lane was to handle all laws and occurrences. The land was 190 acres with houses and structures on it that Knight did not want to abuse.

It can be said that George Lane cared about his family very much. In his will he gave his eldest son George the aforementioned Fishing Island of 20 acres and a large pot, a pair of hand mill stones and his largest chest. His other son Ephraim received his plantation of 100 acres called Double Purchase and one large iron kettle and his second best chest. Lane gave his eldest daughter Sarah Pille a cow heifer in full satisfaction of her part in his personal estate. He gave his second oldest daughter Elizabeth Powell a cow and his next eldest daughter Katherine a large 10-gallon pot. Lane asked that all the rest of his personal estate after his debts that may appear just and due be paid and his funeral charges be equally divided between his loving wife, Dennis, and his two sons George and Ephraim and his four young daughters. He asked that at the age of 16 his two sons be free and able to fend for themselves. Lastly, he appointed his loving wife to be the executrix of his last will. It was apparent that he loved his family very much. He left his sons and daughters with an assurance that they would be well off in the future. An interesting fact about his will was that John Trahearne, one of the boys he took in, served as a witness for the document.

It seemed as though George Lane was a well-liked and social man. People considered him a trustworthy and beloved friend. He served many jury sessions because he was a good and lawful man. There were no records of any foul play of any sorts, just kindness and sincerity. He made many life-long friends. Overall, George Lane was a very interesting character to research.

Julie Garvilla of Georgetown, DE, is the recipient of the Miles-Stevenson Award for best biographical sketch for the fall 2008 semester at Salisbury University. The award is given each semester to the best biographical sketch written in any section of the History Department's Professional Seminar Course, History 330.

Grand Opening of the Rackliffe Plantation House

Located off 611 on the Sinepuxent Bay near Assateague Island, the Rackliffe House offers a unique perspective of colonial coastal life. Built in the 1740s and painstakingly restored, the Rackliffe House and plantation grounds will now be the site of the Coastal Heritage Center which will tell the story of not only colonial life, but that of Native and African Americans on the Shore as well as important industries such as salt making. For more information on Rackliffe House, visit their website at www.rackliffehouse.com.

Alexander Maddox/Maddux:

An Early Emigrant From England to Delmarva in 1635

By John Gilbert Kaufman Jr.

The dates of 1607 (Jamestown) and 1620 (Plymouth Rock) are familiar for early arrivals of European emigrants looking for new lives in the New World. It was only 15 years later that the ship *Abraham* brought another group of Englishmen to the Virginia coastline on what is now known as DelMarVa. Among them was a noteworthy settler by the name of Alexander Maddox (sometimes written Mattockes, Madox or Maddux).

Alexander Maddox was the progenitor of the many Maddox families on the Eastern Shore of Virginia and Maryland, including one branch of the author's family. Family History Library records show he was born in 1613 or 1614 and died in April 1660.

In 1635, at the age of 22, Alexander Maddox traveled from London to Delmarva aboard the ship *Abraham* and landed at an unspecified location around Nassawadox in Northampton County, Virginia. Alexander paid his own way and thus is assumed to have been reasonably well-to-do.

From a search of the Family History Library records for England, it appears that Alexander's father and mother were Thomas and Rebecca Maddox who lived near London in an area called either Bermondsey or Wales Close. The areas known as Bermondsey and Wales Close are just south of the Thames near Tower Bridge. Thomas, born June 28, 1590, and Rebecca, born in 1594, were married in 1611. Thomas Maddox' parents were John Maddox, born about 1570 in England, and a woman known only as Mrs. John Maddox, born about 1574.

Alexander's father Thomas Maddox/Maddux is also listed in London Public Records Office as having headed to Virginia in 1619/20. Alexander would have been only five or six years of age at that time and, assuming the relationship is correct, evidently stayed in London until reaching the age of 22. An interesting sidelight to this part of the Maddox story is that Thomas Maddox' third wife Sarah Michael had previously been married to Argoll Yeardley, whose father George Yeardley sailed aboard the *Sea Venture*, which crashed upon Bermuda shores on the way to Jamestown and started the Bermuda colony.

It is not reported exactly where in Virginia Alexander settled first. However we do know that in Northampton County February 28, 1652, a certificate was granted to Alexander Maddox for 300 acres of land "due by the rights of six people he brought into Virginia." The Virginia Land Records at Richmond show that on June 10, 1654, he patented land in Northampton County, Virginia, at the head of the Nassawaddox Creek with James Jones, also for bringing more people into Virginia.

Recent searches of those Land Patent Records show Alexander Maddox' and James Jones' patent to be plot 98 in the northern part of Northampton County. From research at the Eastville County Courthouse, with the able assistance of the county clerk, we have determined that this plot is located near Nassawaddox as shown in Figure 1, a map from the Virginia Land Patent Records. After Alexander's death, this particular piece of land was passed to eldest son Thomas Maddox.

Among the other earliest official records of Alexander Maddox are his signature in March 1651/2 of the "Engagement to be true to the Commonwealth of England" as noted in the Virginia Carolorum, p. 221.

Alexander Maddox' first wife was Elizabeth. It appears they married in about 1636 or 37 and had three children: Thomas, born about 1637; Elizabeth, born about 1638-40; and Ann, born about 1641. His second wife was Elinor/Eleanor; they were apparently married in about 1650 and had two boys: Alexander, about 1652, and Lazarus, born in about 1654. While the full identity of Alexander's second wife Elinor/Eleanor is not wholly proven, it is believed she was the daughter of Lewis White, of Northampton County, who died in 1656. Lewis White made Lazarus Maddox one of his heirs.

Alexander Maddox died in Northampton County, Virginia, in April 1660. His will was written January 30, 1659, probated February 28, 1659, and recorded April 4, 1660. Some interesting excerpts of his long and circuitous will are:

> … unto my lawful wife Ellinor Mattockes the third part of all my whole estate of moveable goods and ye thirds of all my land and housing … during her widowhood or until my eldest son shall be of age to possess ye same … And ye residue of my goods, cattle and chattels are to be equally divided amongst my children, viz.: Thomas Mattocks, my eldest son, Alexander Mattocks, my second son, Lazarus Mattocks, my third son, and Elizabeth Fisher, wife unto Philip Fisher, my eldest daughter, and that part that shall fall to Elizabeth Fisher of my estate by proportion I do give unto her, and if she shall die without issue then (her share) of the estate to be returned to be equally divided among my other children and also my daughter Ann Mattocks, my second daughter … unto my sons Thomas Mattocks and Alexander Mattocks the plantation I now live upon containing three hundred acres of land and ye half moiety of one patent containing 516 acres that is betwixt me and James Jones.
>
> Also I do appoint and it is my will that my sons shall be of age at 18 years old and to be possessed of their estates at that age.
>
> … Son Thomas Mattocks whole & lawful executor.
>
> ..my beloved friends Richard Bayly and Arthur Upshur overseers of the will.
>
> (signed) Alexander Mattocks
> (witnessed) Nicholas Lawrence,
> Richard Teaque
> Recorded by Robert Hutchinson
> April 4 1660

Sometime after Alexander Maddox' death, Elinor Maddox remarried to William Bozman. This new family took Lazarus Maddox and Bozeman's children from his first marriage to Somerset County, Maryland. When Elinor Maddox Bozman died, she left all of her property in Maryland to her youngest son

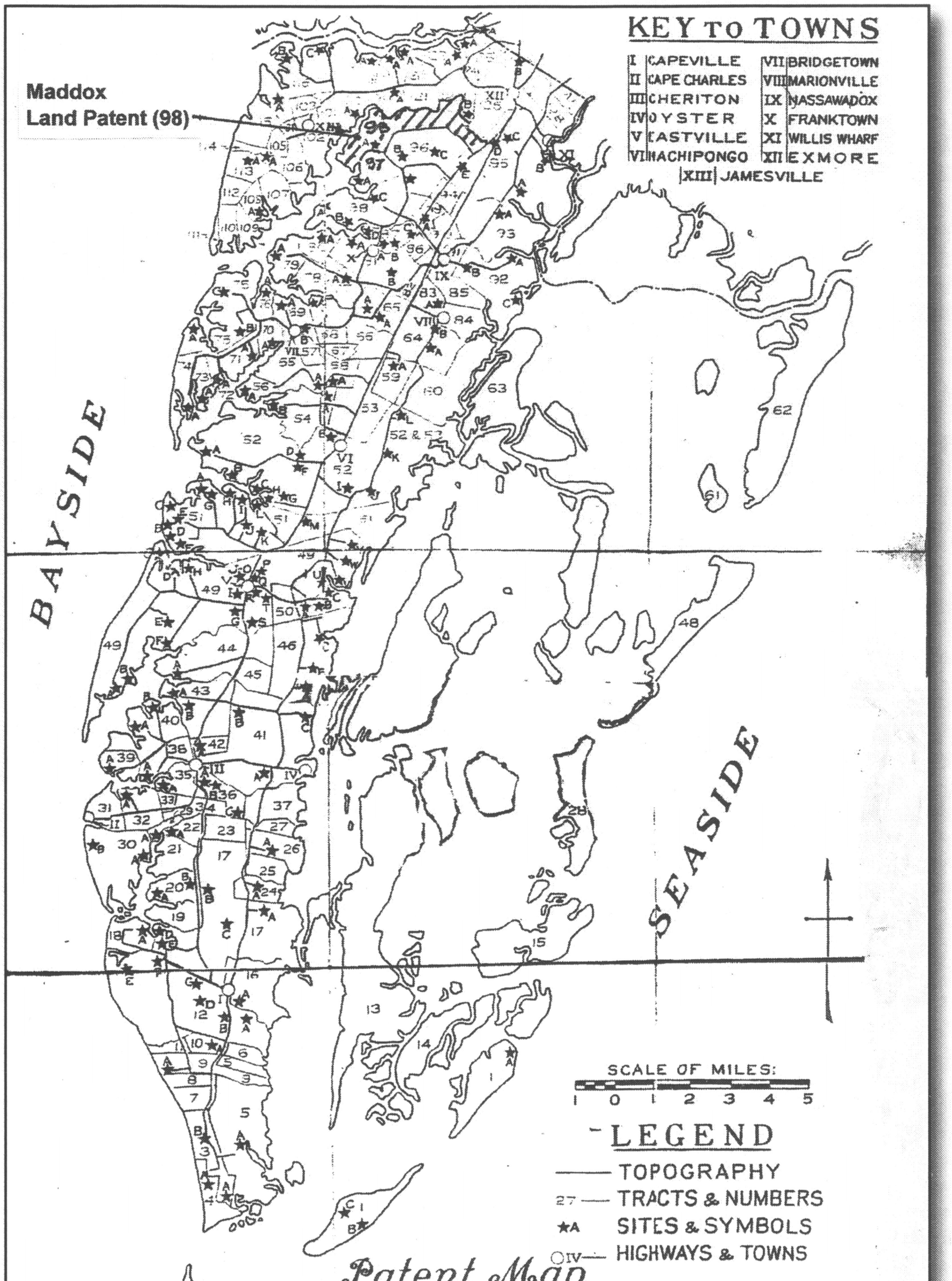

Maddox
Land Patent (98)
KEY TO TOWNS
I CAPEVILLE
II CAPE CHARLES
III CHERITON
IV OYSTER
V EASTVILLE
VI MACHIPONGO
VII BRIDGETOWN
VIII MARIONVILLE
IX NASSAWADOX
X FRANKTOWN
XI WILLIS WHARF
XII EXMORE
XIII JAMESVILLE
BAYSIDE
SEASIDE
SCALE OF MILES:
1 0 1 2 3 4 5
LEGEND
TOPOGRAPHY
27 TRACTS & NUMBERS
★A SITES & SYMBOLS
○IV HIGHWAYS & TOWNS
Patent Map
Northampton County

Fig. 1: Patent Map of Northampton County, VA, showing location of Alexander Maddox patent (Lot 98). Courtesy of Virginia's Eastern Shore, *endpiece.*

Lazarus Maddox. **Lazarus Maddox became a prominent citizen** of the Salisbury, Maryland, area and is known to have owned the following parcels of land by 1700:

Whitefield, 700 acres
Mattox Hope, 100 acres
Bozman's Choice., 300 acres
Cain's Close, 300 acres
Mattox Adventure, 150 acres
Mattox Inclosure, 100 acres, later enlarged
to 250 acres

From Lifford to Somerset: The First Scotch-Irish Migration to America

By John F. Polk

Scotch-Irish immigration to America is usually described as the steady exodus from Ulster that began around 1715 and continued unabated until the start of the American Revolution. It is estimated that about a quarter million people came during this period, filling up the American frontier and back country along the Appalachians from New England to the Carolinas. The story of these hardy pioneers and their lasting impact on American history has been told many times.

What is not so well recognized is the smaller precursor group of Ulster-Scots who arrived in the Chesapeake region in the late 1600s and provided a vanguard which helped guide the later wave of immigrants when it began to arrive a quarter century afterward. This earlier group was largely from the Laggan, the eastern part of Donegal, particularly the area of Lifford, and settled in Somerset County, Maryland, in the decade of the 1680s. They were following the lead of Presbyterian ministers Francis Makemie and William Trail who arrived in Somerset in 1683.

Makemie is the acknowledged founder and patriarch of the Presbyterian Church in America. Trail is less well known but may have been more instrumental in inducing some of the Ulster-Scot families of the Laggan to emigrate since he was their minister at Ballindrait. Although there were certainly other Ulster-Scots to be found in the colonies from the earliest days of English settlement, there was no identifiable group of them that formed a recognized element of the community before Makemie and Trail's arrival in Somerset. We do not know the details of their arrival—whether they came together in the same ship or with an initial contingent of followers—but in any case many Ulster-Scots began to appear in Somerset at this time. In the ensuing decade there was a steady influx of these people, both ministers and laity, as can be seen in the land and court records of Somerset, and from contemporary accounts.

This migration from Ireland had its origins in a letter sent by Colonel William Stevens, one of the founders and original county commissioners of Somerset, to the Presbytery of the Laggan (Donegal) in 1680. The text of the letter has not survived, but the minutes of the Presbytery include the following entry:

> Decem: 29 1680 Col. Stevens from Maryland beside Virginia his desire of a godly minister is represented to us. The Meeting will consider it seriously and do what they can in it. Mr. John Heart is to write to Mr. William Keyes about it and Mr. Robt. Rule to the Meetings of Route and Tyrone, and Mr. William Trail to the Meetings of Down and Antrim.

The motives of Stevens can be seen as both enlightened and self-interested. He had acquired very extensive land rights in the form of warrants, surveys and patented land, certainly more than any other individual in the county at that time. More settlers would clearly increase the value of these holdings and help him realize a substantial profit. Whatever its motivation, Colonel Stevens' letter no doubt found a receptive audience. The transplanted Scots in Ulster had struggled through the Plantation, the Catholic uprising of 1641, the devastation of Ireland and invasion of Scotland by Cromwell, the restoration of Charles II and faced the prospect of an outright Catholic restoration under James II, who did ascend the throne in 1685.

Most noteworthy in the present context were the tribulations of William Trail himself. Trail was the scion of a prominent Scottish family whose father, Robert Trail, was himself a Presbyterian minister, while his uncle Lt. Col. James Trail was a highly esteemed officer in Cromwell's army with a landed estate in Killeleagh, County Down. William Trail studied for the ministry at Edinburgh until 1661 and was licensed but could not be ordained because of the oppressive conditions prevailing in Scotland at the time. In fact, his father Reverend Robert Trail was tried and banished from Scotland, for life, at exactly this time for refusing to take the Oath of Allegiance. He departed his country for Holland in January 1662 at nearly 60 years of age. William Trail relocated to Ireland and was finally ordained in 1673 at Lifford and served as minister at nearby Ballindrait.

Like his father in Scotland, Trail found himself frequently at odds with authorities in Ireland. This came to a head with events that unfolded during 1681-82. First he was accused of fomenting opposition among certain military officers stationed in Lifford and inducing them to refuse the Oath of Supremacy, to which the Presbyterians could not subscribe. Then he and three other ministers were called to account for organizing a one-day fast in February 1681, which was regarded by local officials as an affront and challenge to their authority. It eventually led to Trail and three other Presbyterian ministers being held in prison for eight months.

It was during this period that Trail made his decision to embark for the colonies along with Makemie who had been selected to go to Maryland in response to Colonel Stevens' request. His decision was no doubt shared and intensely discussed with his congregation from the environs of Lifford, and the possibility of their doing likewise directly considered. Some may have accompanied him when he left. In any case, as conditions worsened many made that momentous decision. It is certain that a number of the Ulster-Scot families of Donegal elected to cast their lot in the new world at this time. Among these were such families as Wallace, Knox, McKnitt, Alexander, Gray, Caldwell, Wilson, White, Galbraith, Owens, Miller, Johnson, Emmett, Polk and many others. All of these names are found in Somerset records but are also prominent in the 1665 Hearth Rolls for Donegal, within the Barony of Raphoe.

The presence of Ulster-Scot families was so quickly established in Somerset that by 1689, when the Advice of Loyalty document was sent by its citizens to the newly enthroned sovereigns William and Mary, the large majority of those whose religion is known among the 235 signers was Presbyterian. Clayton Torrence, the eminent historian of early Somerset, called it "preponderantly a Presbyterian document." This development did not escape official notice in the Chesapeake area. An interesting passage appears in a letter of Edward Randolph, a Virginia official, to the commissioners of customs for James City County in Virginia, dated June 17, 1692:

> I hear he has continued Majr King to bee the Navall Officer in Somerset Coty, a place pestred with Scotch &

> Irish. About 200 families have within the two years arrived from Ireland & settled in your County besides some hundred of family's there before. They have set up a linnen Manufacture, Encouraged thereto by Coll Brown, a Scotchman, one of the Councill & by Majr King & other principall persons upon the place, who support the Interlopers, & buy up all their Loading upon their first arrival, & govern the whole trade on the Eastern shore, so that whereas 7 or 8 good ships from Engld did yearly trade & load the Tobco of that Coty I find that in these three years last past there has not been above 5 trading ships legally in all those Rivers, & nigh 30 Sayle of Scotch Irish & New Engld men.

Not all of the prior residents of Somerset were happy with this rather precipitous advent of newcomers. The court records contain one case where such resentment became very overt and which provides us with the first known use of the term "Scotch-Irish" in the new world. The following testimony was recorded March 15, 1689/90:

> I William Pattent (Patton) was at worke at James Minders and one night as I was at worke Mr Matt: Scarbrough came into the house of sd Minders and sett down by me as I was at work, the sd Minder askt him if he came afoot, he made answer again and sd he did, saying that man, meaning me, calling me Rogue makes me goe afoot also makes it his business to goe from house to house to ruinate me, my Wife and Children for ever. I made answer, is it I Mr. Scarbrough(?) And he replyed and said ay you, you Rogue, for which doing ile whip you and make my Wife whipp to whipp you, and I answered if ever I have abused (you) at any time, or to any bodies hearing, I will give you full satisfaction to your own Content. You Scotch Irish dogg it was you, with that he gave me a blow on the face saying it was no more sin to kill me then to kill a dogg, or any Scotch Irish dogg, giving me another blow in the face, now saying goe to yr god that Rogue (David Brown) and have a warrant for me and I will answer it.
>
> Wm.Patent

Clearly the Scotch-Irish were making their mark. However, their influx into Somerset proved to be relatively short-lived since the motivation to leave Ireland was greatly reduced after the lifting of the siege of Derry in 1689 and the victory of William of Orange at the Battle of the Boyne in 1690. The removal of a Catholic Stewart and the ascension of a confirmed Calvinist to the English throne totally reversed the prospects of the Presbyterians in Ireland. This was a watershed moment in their history and the emigrations to Maryland probably slowed to a trickle at about the time Edward Randolph wrote his letter just quoted. Nonetheless, the Scotch-Irish community now in Somerset had a growing impact on the wider Chesapeake region. Some of the Ulster-Scot families of Somerset moved northward to the Newcastle, Delaware, area and adjacent Cecil County, Maryland, where Makemie was establishing additional churches. A petition from some Presbyterians in Newcastle to the General Assembly of the Church of Scotland in February 1705/6 provides a partial record of this. It begins:

> We undersubscribers and the greatest number of us born and educated in Ireland under the ministry of Mr. William Traill presbiterian minister formerly at liford are by a Divine providence setled with our families at Newcastle and about it in the province of pensilvania.

The petition goes on to ask if they might be supplied with a minister lest they "be cast desolate and to our great griefe we and our posterity left as a prey to superstition and heresies." Almost all of the 20 signers of this petition are also found in earlier records in Somerset. The mention of Reverend Trail, who left Somerset and returned to Scotland in 1690, is strong testimony to the lasting impact he had on his flock and how his example led many of them to follow him from Lifford to Maryland two decades earlier.

At nearly the same time, another group from Somerset, the Alexanders, McKnitts and Wallaces, moved to nearby Cecil County, Maryland, on the manor tract known as New Munster between the Big Elk and Christiana creeks. This was located only about two miles from Head of Christiana Presbyterian Church which traces its foundation back to 1706 when it split off from the Newcastle church. Reverend John Wilson ministered both churches for a time, but the Newcastle petition was eventually answered in the person of Reverend George Gillespie who came from Glasgow to serve as minister at Christiana from his ordination in 1713 until his death in 1760. By 1706 sufficiently many churches were established in the Chesapeake region that Makemie was able to establish the first Presbytery in America at a meeting held that year in Philadelphia. This event can be regarded as the culmination of Makemie's mission in America for he died only two years later and is buried in Accomac County, Virginia, where he had married and taken up residence.

Newcastle and Philadelphia became the major ports of entry when the great wave of Scotch-Irish migration from Ulster commenced about a decade later. This was not a matter of chance. The Scotch-Irish already in the area and the Presbyterian network created by Makemie were in place to welcome, lead and enliven these new immigrants. In this way, the subsequent Scotch-Irish impact on the American frontier as it pushed through Pennsylvania, down the great wagon road into the valley of Virginia and the Carolinas, and afterward west beyond the Appalachians, can trace its roots to the precursor arrival of the Laggan Presbyterians some 30 years earlier in Somerset.

This article was previously published in the Journal for *Scotch-Irish Studies*.

Grand Opening Gala
for the Delmarva Discovery Center
JUNE 25, 2009

Reception begins at 5:30 p.m.
Ribbon Cutting Ceremony at 6:30 p.m.
Tours and "Tastes of Delmarva" following:

Come celebrate with us as we open the doors to a world of dreams, discovery, and learning on Delmarva at the opening of the Delmarva Discovery Center in Pocomoke, MD. Enjoy an evening of scrumptious Delmarva cuisine, fine music, and a first class museum all under one roof. Tickets are available for $20 per person. To purchase your tickets for this event please visit the Discovery Center in Pocomoke, MD or call 410-957-9933.

Archivist's Corner

I am looking for ... I am researching this topic about ... Do you have anything on ...

By David Ranzan

It is essential for any archive to exhaust every available avenue to bring awareness of their collections to their patrons. Along with preserving the past, these materials are meant to be utilized, researched and interpreted. At the Nabb Research Center, we have taken steps to improve the accessibility of our collections. For the past six months, with the help of interns, student workers, volunteers and graduate assistants, we have worked diligently to accomplish this task.

We re-evaluated several pre-existing policies concerning collection development and processing procedures and made significant changes to improve the accessibility of collections. The Nabb Research Center's Web site had a major reconstruction with emphasis on establishing online gateways to the resources for students, Delmarva researchers and family historians. A newly created archival collections section on the Web site features online topical finding aids and collection descriptions. Student worker Matthew Griffin created another digital exhibit highlighting the Wicomico Historical Society's postcards of Salisbury. The Nabb Center's collaborative projects (American Origins, Delmarva History Online, Delmarva Settlers and DDHT) have been brought forward to offer more resources for our patrons. This new Web site with many new features is scheduled to go live in June.

This past winter, the Nabb Research Center and the Wicomico Historical Society came to an agreement that allowed the Nabb Center to accept the Society's extensive collection of valuable Wicomico County iconic artifacts, photographs, farm implements, textiles and ephemera. Years earlier, the Nabb Center received approximately 40 boxes of the Society's paper materials.

The Nabb Center continues to receive wonderful materials illustrating cultural aspects of Delmarva. One of the collections, the Josiah Bayley Collection, was donated by David Orem. This collection with approximately 1,700 items contains pamphlets, docket books, print matter, books, receipts and correspondences from the Bayley family of Dorchester County spanning the 18th and 19th century. From the Costen House and the Delmarva Media Group, the Nabb Center received many bound Sussex County and Worcester County newspapers. The Old Home Prize essays were donated by Thomas Hughes and the Wicomico County Library. They were high school papers on various Delmarva area topics from Somerset County and Wicomico County, ranging from 1932 to 1996. History interns Brad Markowitz and Pilar Burton spent the semester gaining valuable archival experience in a hands-on environment processing various collections from Peter Lade's archaeological papers to previously undiscovered Dorchester County legal papers.

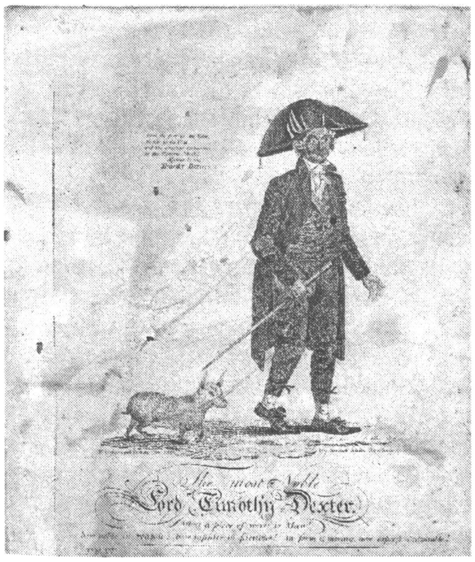
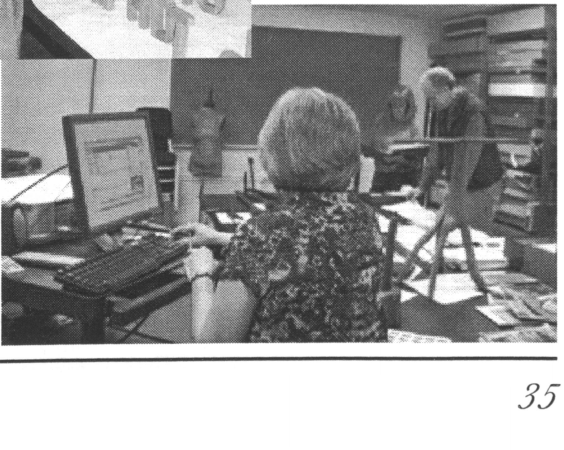


Image from the Josiah Bayley Collection

There has been a drive at the Nabb Research Center to make our invaluable materials more accessible to our patrons through a broadening of our newly acquired technological capabilities. As always, we remain committed to the preservation and dissemination of the Eastern Shore's unique heritage.

Staff members Aaron Horner and Donna Messick work to move and process artifacts from the Wicomico Historical Society.



Staff members and student volunteer, Robert Graham, work to move and process artifacts from the Wicomico Historical Society.

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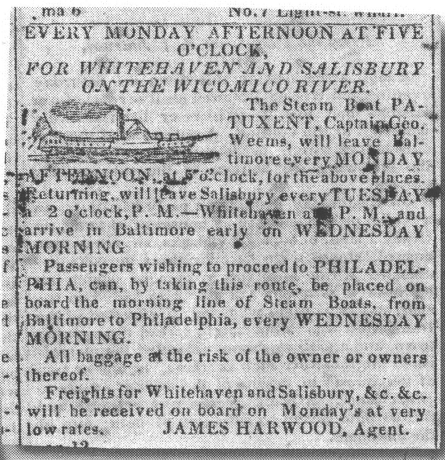
The Josiah Bayly Collection "The Gift That Keeps On Giving"

By: S. Pilar Burton

THE INDUSTRIES OF MARYLAND
EASTERN SHORE.
HISTORICAL, DESCRIPTIVE & BIOGRAPHICAL
CITIES, TOWNS & BUSINESS INTERESTS
INDUSTRY, IMPROVEMENT, ENTERPRISE.
HISTORICAL PUBLISHING COMPANY, 34 BOND STREET, NEW YORK.
See Page

Industries of Maryland Eastern Shore 1883 publication



EVERY MONDAY AFTERNOON AT FIVE O'CLOCK,
FOR WHITEHAVEN AND SALISBURY ON THE WICOMICO RIVER.

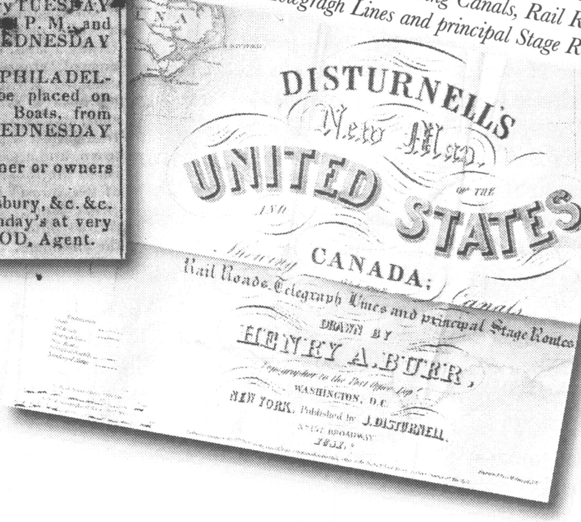
The Steam Boat PATUXENT, Captain Geo. Weems, will leave Baltimore every MONDAY AFTERNOON, at 5 o'clock, for the above places. Returning, will leave Salisbury every TUESDAY at 2 o'clock, P. M.—Whitehaven at P. M., and arrive in Baltimore early on WEDNESDAY MORNING.

Passengers wishing to proceed to PHILADELPHIA, can, by taking this route, be placed on board the morning line of Steam Boats, from Baltimore to Philadelphia, every WEDNESDAY MORNING.

All baggage at the risk of the owner or owners thereof.

Freights for Whitehaven and Salisbury, &c. &c. will be received on board on Monday's at very low rates. JAMES HARWOOD, Agent.

Advertisement from 1831 newspaper


DISTURNELL'S
New Map
UNITED STATES
AND CANADA;
Rail Roads, Telegraph Lines and principal Stage Routes
DRAWN BY
HENRY A. BURR,
WASHINGTON, D.C.
NEW YORK. Published by J. DISTURNELL.

1851 Disturnell's New Map of the United States and Canada Showing Canals, Rail Roads, Telegragh Lines and principal Stage Routes

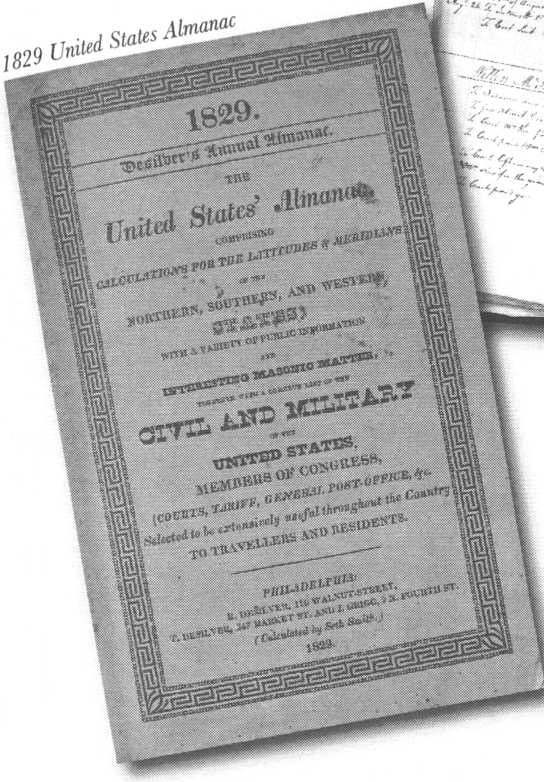
Salisbury resident, David Orem stopped by the Nabb Center one day in February 2009 with a book. He indicated that he had several boxes of items in storage. For over 200 years, his family had kept newspapers, scrapbooks, ledgers and other mementos. To an untrained eye, these boxes looked like something for the recycle bin but to Dr. Ray Thompson, Director of the Nabb Center and David Ranzan, the University Archivist, they were a goldmine of primary source information from the late 18th century through the early 20th century.

The Bayly family was a prominent family in Dorchester County who traced their roots back to the Accomack Colony in Virginia, having come there from in England in 1644. The family had a long history of judicial and government service. Esme Bayly (whose ledger book from 1784 represents one of the oldest pieces in the collection) was a Clerk of the Court in Somerset County, Maryland. His son, Josiah Bayly was Attorney General for the State of Maryland.

In the collection there are many personal as well as historical documents, including several of Josiah's college essays and the program he received when he attended General Washington's inauguration as first president of the United States. Bayly collected speeches given by prominent people of his time. His court docket books from the late 18th and early 19th century are vitally important as no other records of this nature are available due the Dorchester County courthouse fire in 1852. These docket books escaped the fire as documented by his son, Dr. Alexander Hamilton Bayly, who noted in his ledger/journal May 9, 1852 that a fire in Cambridge broke out just before three o'clock and "that everything in the register's office was burnt up but the contents of the clerk's office was saved and deposited into my office for safe keeping." Josiah also kept several of his bank "checks" from 1811 up to 1836, which were hand written on pieces of paper issued to the clerk of the Bank of Baltimore to pay to the order of several clients. Each one is endorsed on the back by the payee. Other documents include a copy of his appointment as Attorney General in 1831 and several letters written to him congratulating him on his appointment and suggestions to fill attorney positions from other counties. Other legal documents include copies of wills, with inventories of slaves and court order surveys. Perhaps the most famous piece of correspondence is the petition for divorce from Elizabeth Patterson Bonaparte (daughter of the prominent Baltimore merchant William Patterson), wife of Napoleon's brother, Jerome.

Josiah also kept close to 100 issues of the National Intelligencer and Washington Advertiser from 1806 to 1809. This was a dominant newspaper in the Capital. He also had several issues of the National Gazette and Literary Register, published in Philadelphia PA, from 1823 and also the Episcopal Watchman, published weekly in Hartford, Conn. He also had an interest in the Bank of the United States as there are several bank statements from 1817-1818.

His son, Alexander Hamilton Bayly was a prominent physician in Cambridge and Town Commissioner of Cambridge for over 25 years. The bulk of the collection centers around his timeframe. Dr. Bayly had nine children of which three died in early childhood. Their deaths are tenderly noted in his ledger/journal book. There is considerable personal



1829.

Desilver's Annual Almanac.

THE

United States' Almanac,

COMPRISING

CALCULATIONS FOR THE LATITUDES & MERIDIANS

OF THE

NORTHERN, SOUTHERN, AND WESTERN

STATES;

WITH A VARIETY OF PUBLIC INFORMATION

AND

INTERESTING MASONIC MATTER,

TOGETHER WITH A CORRECT LIST OF THE

CIVIL AND MILITARY

OF THE

UNITED STATES,

MEMBERS OF CONGRESS,

COURTS, TARIFF, GENERAL POST-OFFICE, &c.

Selected to be extensively useful throughout the Country

TO TRAVELLERS AND RESIDENTS.

PHILADELPHIA:

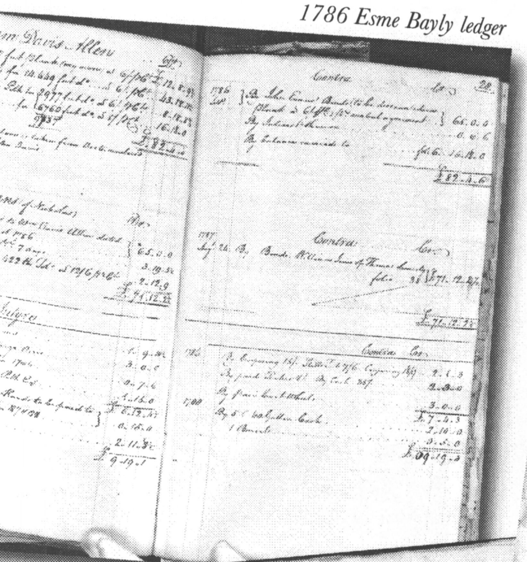
R. DESILVER, 110 WALNUT-STREET,

T. DESILVER, 247 MARKET ST. AND J. GRIGG, 9 N. FOURTH ST.

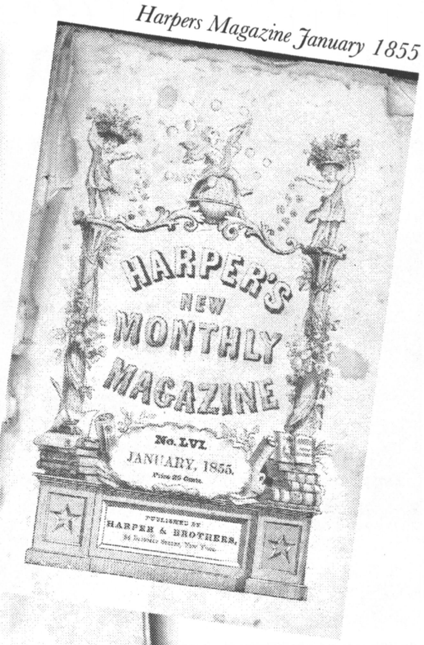
(Calculated by Seth Smith.)

1829.

1829 United States Almanac



1786 Esme Bayly ledger



HARPER'S

NEW

MONTHLY

MAGAZINE

No. LVI.

JANUARY, 1855.

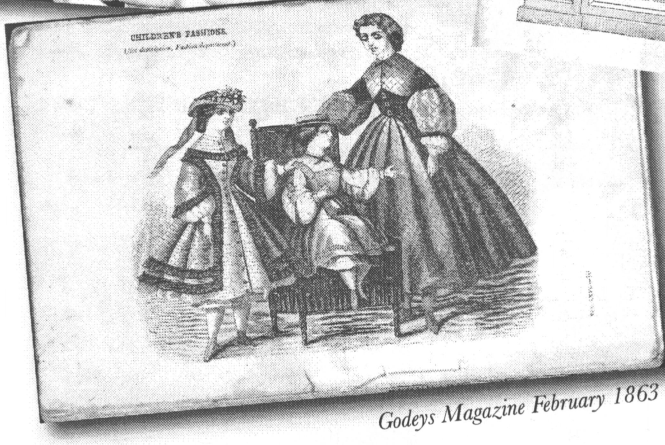
Price 25 Cents.

PUBLISHED BY

HARPER & BROTHERS,

82 Cliff Street, New York.

Harpers Magazine January 1855



CHILDREN'S FASHIONS.

(See description, Fashion department.)

Godeys Magazine February 1863

correspondence between himself and his sons. One of his sons, Alexander Hamilton Bayly ("Ham") served in the Confederate Army during the Civil War. There are several newspapers in the Collection during this period that cover the war and they are from many states including Kentucky, where Dr. Bayly's eldest son, J. Washington Eccleston Bayly, lived.

Dr. Bayly valued education as seen by several school catalogues that are in the collection. His son Julian attended St. Mary's College and there are several programs and catalogues from Washington College in Chestertown, MD and St. John's College in Annapolis, MD. His daughters attended the Cambridge Female Seminary, a private school of which he was a board member. These girls were well-educated and many women's magazines and monthly literary publications are included within the collection. *Godey's Ladies* Book and Magazine, *Harper's New Monthly Magazine* and the *Ladies Science of Etiquette* are among the more notable magazines dedicated to women's concerns. There are also several monographs in the collection including a few Eaton "textbooks" from the late 1860's.

Dr. Hamilton was also keenly in touch with national politics; floor speeches given in Congress regarding the admission of Kansas as a state form one the significant sub-collections. Speeches from Daniel Webster and Stephen Douglas highlight this collection. There is also a copy of the inaugural address of Governor Thomas Hicks of Maryland from 1858.

Other generations of the family continued the practice of keeping magazines as there are several issues of the *Judge*, *Puck*, and *Punch* Magazines published in the late 19th century.

Local history is covered with over eight different newspapers from Cambridge, Maryland. These include issues that appear not to be found anywhere else in Maryland. The later generations of the Bayly-Orem family were also astute genealogists as there are numerous family histories in the collection. These include several prominent families such as the Bayly, Waters, Hooper, LeCompte, Scarburgh and Eccleston lines. There are also several articles published in early 20th century regarding the history of Cambridge. These, along with several programs of local events, are complete with pictures of places that no longer exist. They are of immense value to local historians. In the collection are a series of personal scrapbooks which include several newspaper clippings of events and happenings in Cambridge during the late 19th century. These scrapbooks also contain stories of local interest along with election results and real estate transactions and business guides listing the local businesses in the area. They are priceless to anyone who is interested in Dorchester County history and culture.

The Nabb Center is extremely grateful to Mr. Orem and his family for this valuable contribution. The multi-generational aspect of this collection serves to show the family's keen interest in documenting local history. These items are tremendously valuable as primary sources of national, local, political and social history. It truly is a gift that will keep on giving to those who value history.

Pilar Burton is a senior History major interning at the Nabb Research Center.

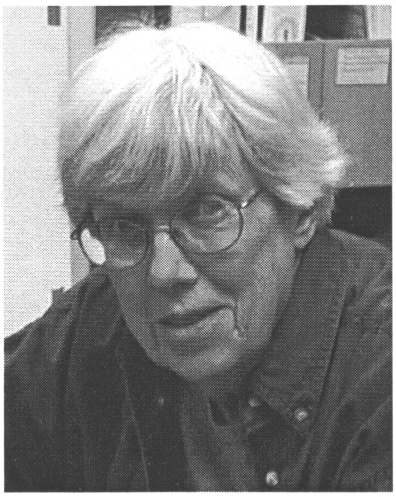
Volunteer Corner

Carolyn Adkins is a board member and is currently researching the Cooper, Bradley, Mills and Wilson families. She also volunteers at the Adkins Historical and Museum Complex in Mardela.

Pat Taylor is a board member, volunteer, research assistant and volunteer coordinator at the Nabb Center, where she can also be found giving help in the Reading Room.

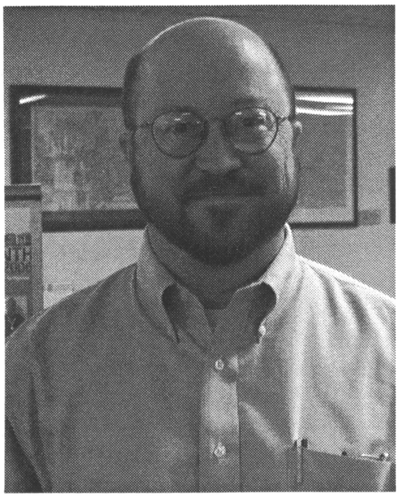
Polly Batchelder volunteers her time organizing the material Matthew M. Wise has gathered for his unfinished Long Family book. She recently came across another entire volume of material that had been forgotten!

Jane West is a Salisbury alumna and retired schoolteacher. She resides in La Plata, MD.

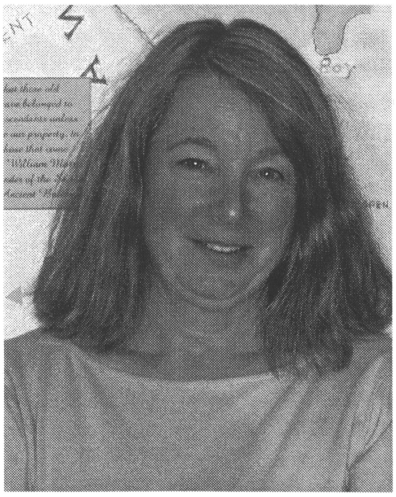


Page Insley Austin recently returned to the Salisbury area. She graduated from Wicomico High School in 1958 before leaving the Eastern Shore for college. She spent a large portion of her professional career teaching philosophy at the University of Houston and practicing law at a large firm.

Bill Collison, Delaware resident, Nabb Center member and volunteer continually researches the history of the Eastern Shore. He also volunteers the second Monday evening of each month.

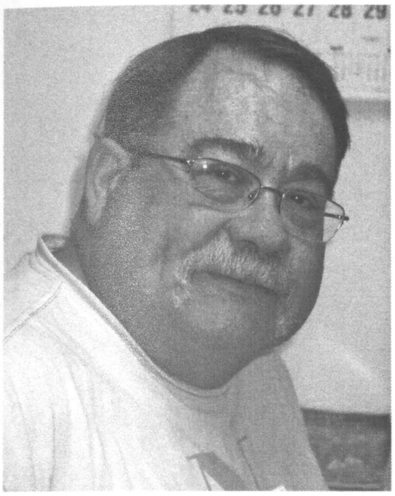


L. Paul Morris, Salisbury, is a board member and works in the Reading Room every third Monday evening of each month.



Heather Burnham is from Falls Church, Virginia, and graduated from Mary Washington University with a degree in American studies. She has worked as an historical researcher and curatorial assistant and hopes to earn a graduate degree in history from Salisbury University.

Denise Horner is currently working on a database of Old School Baptist members.



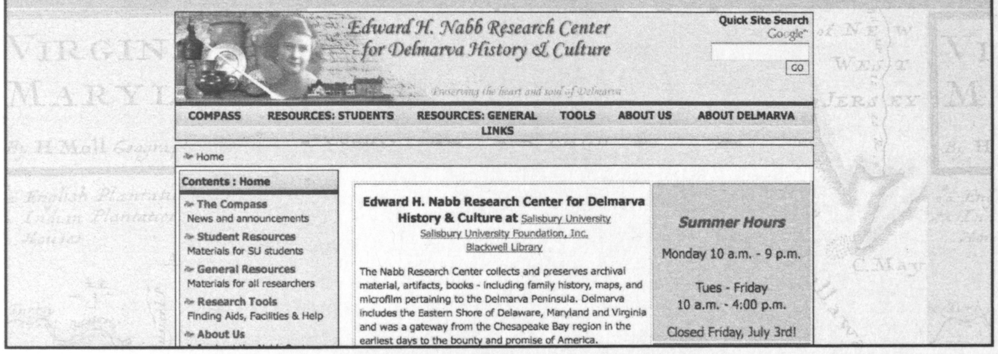
Roy Foreman, a retired history teacher, is working on a variety of scanning and accessioning projects.

Sue Rekart has been helping inventory the Bayly Collection.

Spring 2009 Washburn Prize

The Wilcomb E. Washburn Student Prize in History was awarded at the Spring 2009 Honors Convocation to Robert K. Graham, junior history major, for his paper "Economic Diversification in Colonial Somerset County." Submitted papers must be original and based on primary research on the Chesapeake with special emphasis on the Delmarva Peninsula prior to 1950. Resources from the Nabb Research Center must be used in the preparation of the paper. Robert presented his paper from this research at the 2009 Salisbury University Undergraduate Research Conference.

Visit us at: http://nabbhistory.salisbury.edu


Edward H. Nabb Research Center
for Delmarva History & Culture
Preserving the heart and soul of Delmarva
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Google
GO
COMPASS
RESOURCES: STUDENTS
RESOURCES: GENERAL
TOOLS
ABOUT US
ABOUT DELMARVA
LINKS
Home
Contents : Home
The Compass
News and announcements
Student Resources
Materials for SU students
General Resources
Materials for all researchers
Research Tools
Finding Aids, Facilities & Help
About Us

Edward H. Nabb Research Center for Delmarva History & Culture at Salisbury University
Salisbury University Foundation, Inc.
Blackwell Library

The Nabb Research Center collects and preserves archival material, artifacts, books - including family history, maps, and microfilm pertaining to the Delmarva Peninsula. Delmarva includes the Eastern Shore of Delaware, Maryland and Virginia and was a gateway from the Chesapeake Bay region in the earliest days to the bounty and promise of America.

Summer Hours

Monday 10 a.m. - 9 p.m.

Tues - Friday
10 a.m. - 4:00 p.m.

Closed Friday, July 3rd!

Carolyn Waller Ballou

The Nabb Center lost one of its avid supporters when Carolyn Waller Ballou passed away April 21, 2009. Many people are needed to fulfill the mission of the Center, and Carolyn was one of our most valued volunteers. She was not only a member for years but also a monetary and material donor. As a volunteer and research assistant, she assisted with various tasks, including researching family histories, scanning, helping patrons and working the front desk the fourth Monday night of each month for years with her husband Joe. When she was not able to work at the Center because of her health, she worked on projects at home. Carolyn was just elected to the Board of Directors of the Nabb Research Center at its last meeting.

Born in Salisbury October 18, 1938, she was the daughter of the late William Edgar and Marguerite Short Waller. Carolyn left the area in 1943 when her father was transferred. She married Joseph Frank Ballou in 1959. Carolyn has been a member of the Nabb Research Center since 1994 and became a volunteer after moving back into the area.

Contributions in her memory can be made to Asbury United Methodist Church in Salisbury, the Salisbury University Foundation, Inc. dedicated to the Edward H. Nabb Center for Delmarva History and Culture, the Allen Historical Society or the American Cancer Society.